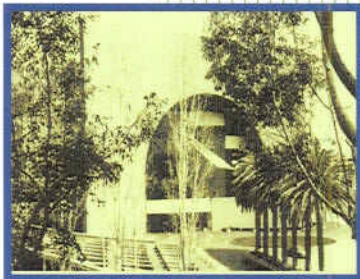


# North Costa Mesa Specific Plan

Adopted July 1994



City of Costa Mesa  
Development Services Dept.  
77 Fair Drive  
Costa Mesa, CA 92628

UPDATED NOV 2007

## SUMMARY OF NORTH COSTA MESA SPECIFIC PLAN AMENDMENTS

The North Costa Mesa Specific Plan was adopted by the Costa Mesa City Council in July 1994. Since adoption, the plan has been amended. The following table provides a list and a brief description of the amendment(s).

AMENDMENT #	DATE OF ADOPTION	DESCRIPTION OF AMENDMENT
SP-98-04	April 19, 1999	Created a site-specific FAR of 0.72 for South Coast Metro Center (Area 6).
SP-99-02	July 3, 2000	Increased the site-specific FAR to 0.79 for South Coast Metro Center (Area 6).
SP-00-01	February 5, 2001	Created a new Cultural Arts Center designation and corresponding FAR of 1.77 for South Coast Plaza Town Center (Area 4).
SP-00-02	November 19, 2001	Increased the size of Area 1, and amended land use designations, floor area ratio, and trip budgets for Segerstrom Home Ranch (Area 1)
SP-02-01	July 1, 2002	Updated regulations to be consistent with 2000 General Plan.
SP-03-02	November 17, 2003	Amended acreage and building square footage allocation in Area 1 sub-areas.
SP-03-01	February 2, 2004	Incorporated the Theater and Arts District Plan into the plan.
SP-06-01	March 27, 2006	Amendment to the Theater and Arts District Plan regarding financing.
SP-06-02	January 16, 2007	Amendment to allow high-rise residential development in Sub-areas 4, 5, and 6 in this specific plan.
SP-07-01	November 20, 2007	Amendment to allow high-rise residential development for Wyndham Boutique Hotel / High-Rise residential project at 3350 Avenue of Arts, Area 5.



**SP-94-01**

# **NORTH COSTA MESA SPECIFIC PLAN**

**PREPARED BY:**

**City of Costa Mesa Planning Division**

**July 1994**

Adopted by Resolution #94-67  
Amended April 1999  
Amended July 2000  
Amended February 2001  
Amended November 2001  
Amended July 2002  
Amended November 2003  
Amended February 2004  
Amended March 2006  
Amended January 2007  
Amended November 2007



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## 1.0 INTRODUCTION

### *Authority and Scope*

This specific plan has been prepared for a portion of North Costa Mesa in accordance with the California Government Code Section 65450 et seq. The plan area encompasses 423 acres and is an established area of the City with many identifiable and diversified components, including the urban mixed use development of South Coast Plaza Town Center. There is still, however, a considerable amount of undeveloped land within the plan area that prompts the need for this specific plan.

The 1990 General Plan, adopted on March 16, 1992, specifies the land use designations and accompanying residential densities and commercial and industrial intensities for the plan area, as well as numerous policies that are relevant or specific to North Costa Mesa. In 2001, the City of Costa Mesa 2000 General Plan was adopted, which was primarily a technical update of the 1990 General Plan. (See Appendix C for a listing of relevant General Plan policies). It is the intent of this specific plan to implement the policies of the General Plan through the adoption of development standards. These standards recognize the development potential of the plan area and the need to sensitively integrate new development with the surrounding areas, and, therefore, promote both resident and business community confidence in the long-term vision for the plan area.

Specific issues that are addressed in this plan are as follows:

- Land Use Compatibility/Integration
- Building Heights
- Nonconformity
- Density Bonuses
- Circulation
- Urban Rail Transit
- Parks and Recreation
- Fire Protection Services

### *Specific Plan Contents*

This specific plan provides a comprehensive review and analysis of the plan area. Section 2 provides an overview of the plan area's development setting. In Section 3, the development issues that will present a challenge to future development of each subarea are identified, and Section 4 provides the development standards which address these issues. Finally, Section 5 discusses the specific plan's implementation timing.



## 2.0 DEVELOPMENT SETTING

### *Location*

The North Costa Mesa plan area comprises the northernmost portion of the City of Costa Mesa, i. e., that area north of the San Diego Freeway (I-405) and generally east of Harbor Boulevard. South Coast Drive and Sunflower Avenue generally form the northern boundary of the plan area and the Costa Mesa Freeway (SR-55) is the eastern border. Costa Mesa's surrounding cities include Fountain Valley and Huntington Beach to the west, Santa Ana to the north and east, Irvine to the east, and Newport Beach to the south. Major regional facilities include John Wayne Airport to the southeast of the plan area. See Figure 1.

Figure 2 indicates the existing land uses as well as the eight subareas the plan area has been divided into for analysis purposes.



## Location Map

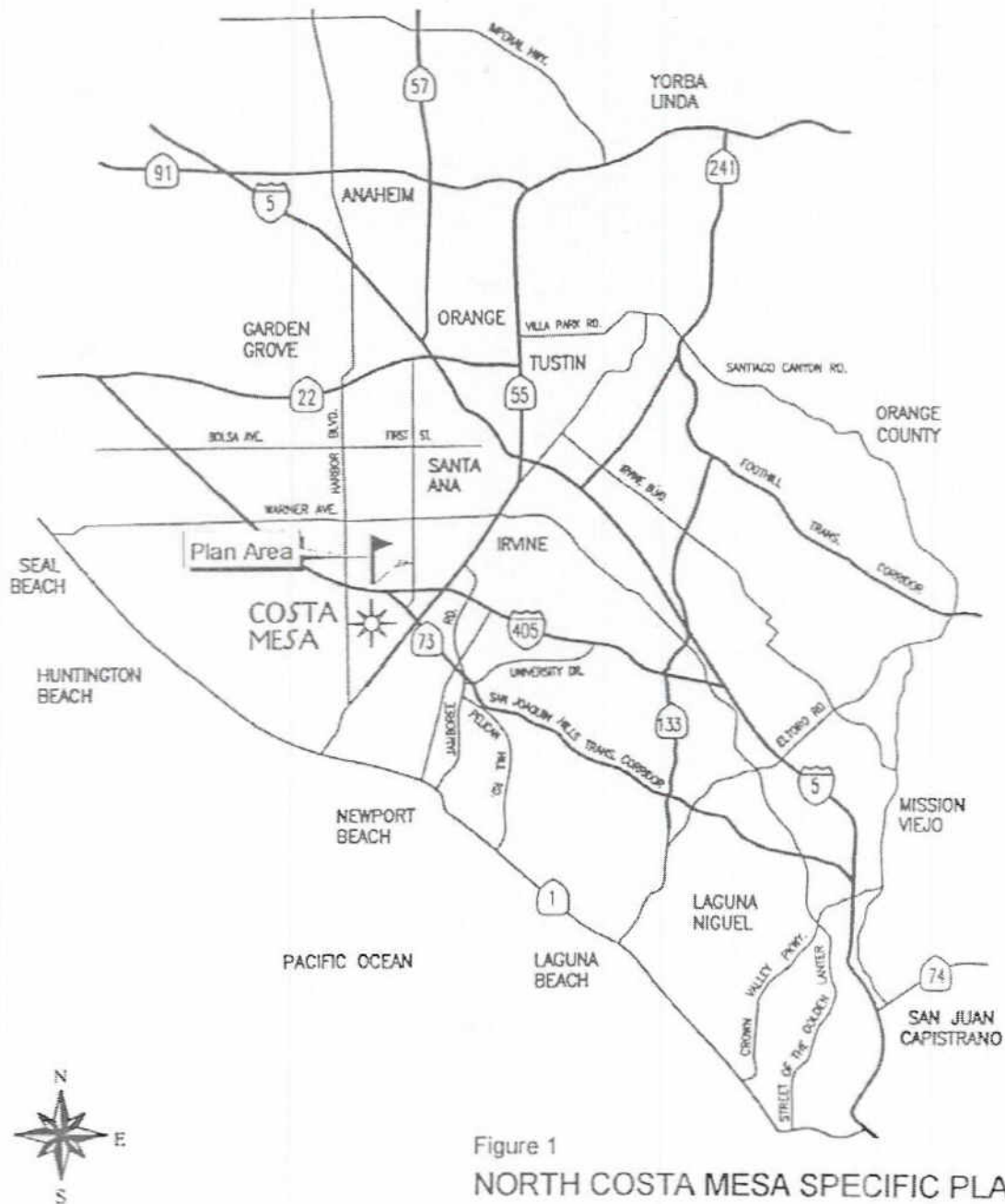


Figure 1  
NORTH COSTA MESA SPECIFIC PLAN



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## LEGEND

■ Vacant Land Parcels

■ North Costa Mesa Specific Plan Area

Note: All maps and figures in the North Costa Mesa Specific Plan are not to scale and are provided for illustrative purposes only.

- 1 - Home Ranch
- 2 - Metro Pointe
- 3 - South Coast Plaza
- 4 - South Coast Plaza Town Center
- 5 - The Lakes
- 6 - South Coast Metro Center / Experian
- 7 - Sakioka Lot 1
- 8 - Sakioka Lot 2

Existing Land Uses



Figure 2



### ***Existing General Plan and Zoning Designations***

Figure 3 indicates the General Plan land use designations for the area of the City north of the I-405, and Figure 4 indicates the accompanying zoning designations. Table 1 summarizes the development parameters of the General Plan land use designations, and the compatible zoning districts.

As shown in Table 1, the General Plan establishes Floor Area Ratios (FARs) for all non-residential land use designations. The FAR is used to determine the maximum amount of building that is allowed on a lot or parcel. Several land use categories in the plan area contain stepped FARs which are tied to the traffic characteristics of the proposed land use.

Residential density is measured in dwelling units per acre. Trip budgets have also been established for properties in the plan area designated as Urban Center Commercial, Cultural Arts Center, or Regional Commercial in the plan area. The industrial portion of Home Ranch also has a trip budget. When applicable, the FAR, or in the case of residential, dwelling units per acre, and trip budget work in concert to ensure that building intensity and trip generation do not exceed the capacity of the circulation system in the plan area. The trip budget for individual properties is given in Section 3.

The lowest FARs are found in the Neighborhood Commercial designation as well as in the residential, industrial and public-semi public land use designations. The highest FARs are allowed in the Regional Commercial, Cultural Arts Center, and Urban Center Commercial land use designations. The General Plan does not allow the established floor area ratio to be exceeded in any instance.

Trip budgets are calculated on a square footage basis for commercial, industrial, residential, and institutional land uses. As with FARs, trip budgets cannot be exceeded. The General Plan, however, does allow for the transfer of trip budgets in the plan area in the following circumstances:

1. The combination and/or transfer of trips shall only be allowed in the area of the City that is north of the I-405 and east of Harbor Boulevard, and shall be limited to parcels within a one-mile radius of each other.
2. Trip budget transfers shall be evaluated in the review and approval of a planned development or master plan project. Sufficient conditions of approval shall be applied to the master plan or development plan to ensure long-range control over subsequent phases of development.
3. The combination and/or transfer of trips shall not result in any greater impacts on the surrounding circulation system than would occur if each Traffic Analysis Zone (TAZ) was developed independently. (Consult with the Planning Division for a figure depicting TAZs)
4. For the combination and/or transfer of trips between TAZs, such combination and/or transfer of trips shall not exceed the total trip budget of all parcels involved if each were developed independently according to the FAR and trip generation rates provided herein.
5. The combination and/or transfer of trips shall not allow development intensities which result in abrupt changes in scale or intensity within the project or between the project and surrounding land uses.





6. Approval of the master plan or development plan shall be conditioned to ensure compliance with the above criteria and to preclude future overdevelopment on portions of the project or properties from which trip budgets were transferred.
7. Trip budget transfers shall be recorded against the properties.

Therefore, if a property is underdeveloped in terms of its trip budget, there is the possibility that the "excess" trips could be transferred to another parcel to augment its trip budget.

It should be noted that all the Planned Development (PD), Town Center (TC), and Shopping Center (C1-S) zones require Planning Commission review and approval of the land use mix and building location.



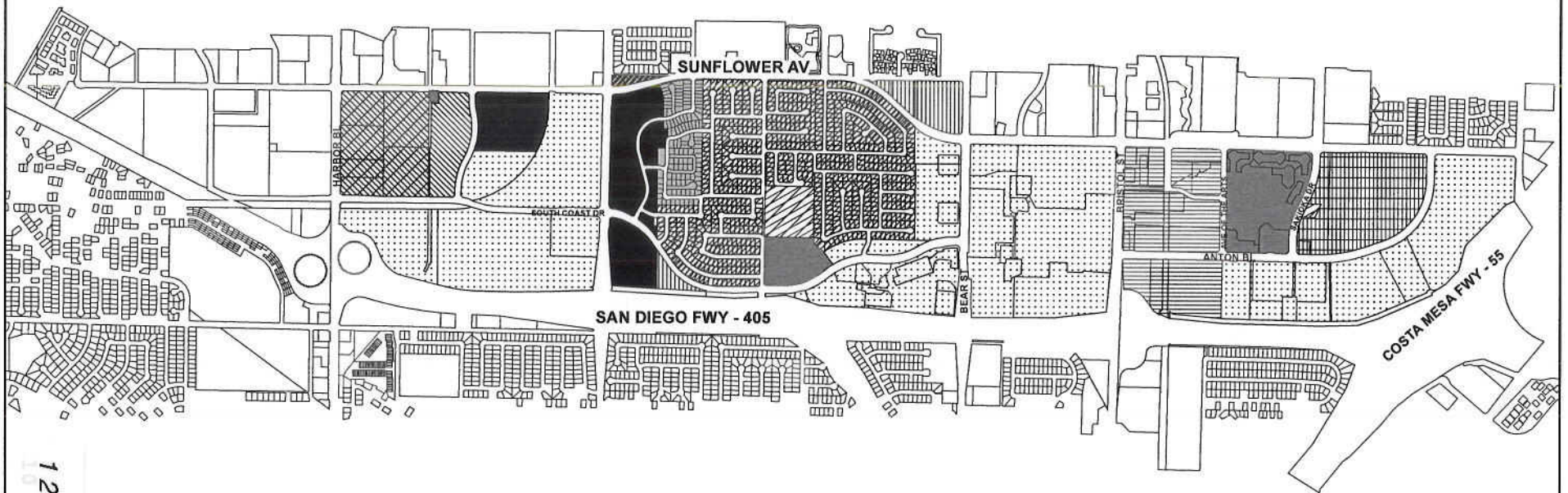
## LEGEND

- |                              |                           |
|------------------------------|---------------------------|
| ■ High-Density Residential   | ▨ Urban Center Commercial |
| ■ Low-Density Residential    | ▨ Neighborhood Commercial |
| ▨ Regional Commercial        | □ F Fire Station          |
| ■ Medium-Density Residential | ▨ Cultural Arts Center    |
| ▨ Industrial Park            | ▨ Public Park             |
| ▨ Commercial Center          |                           |

General Land Use Designations



Figure 3



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## LEGEND

PDR-HD	I&R
PDR-MD	C1
PDR-LD	MP
PDR-NCM	PDI
R1	PDC
R2	TC

Zoning



Figure 4



Table 1- General Plan Designations North Costa Mesa Specific Plan				
GENERAL PLAN DESIGNATION	TYPICAL USES	RESIDENTIAL DENSITY	FLOOR AREA RATIO	COMPATIBLE ZONING
Low Density Residential	Single family detached and attached units, granny units, accessory apartments, family day care	Less than or equal to 8 units per acre.	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	R1, PDR-LD, I&R
Medium Density Residential	Single-family attached units, multiple family units, senior congregate care facilities, convalescent hospitals, and group residential homes. Ancillary commercial uses are permitted in the planned development zone.	Less than or equal to 12 units per acre	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	R1, R2-MD, PDR-MD, MU, I&R
High Density Residential	Multiple family units, senior congregate care facilities, convalescent hospitals, and group residential homes. Ancillary commercial uses are permitted in the planned development zones.	Less than or equal to 20 units per acre; except the density in the PDR-NCM zone is 25 to 35 units per acre. See also The Lakes for site-specific density.	0.15 high traffic 0.25 moderate traffic 0.35 low traffic	R2-HD, R3, PDR-HD, PDR-NCM, MU, I&R
Commercial Center	Major shopping, service, and office facilities designed to serve city-wide and regional markets.	Less than or equal to 20 units/acre	0.25 high traffic 0.35 moderate traffic 0.45 low traffic 0.75 very low traffic <i>Except that Home Ranch has a site-specific FAR 0.41 for the IKEA portion of the project.</i>	C1, C2, C1-S, PDC, AP, P, CL
Regional Commercial	Regional scale uses including major department stores, specialty retail outlets, restaurants, offices, and hotels.	Less than or equal to 20 units/acre	0.652 South Coast Plaza (east of Bear Street) 0.89 South Coast Plaza (west of Bear Street)	PDC
Urban Center Commercial	Intensively developed mixed commercial including offices, retail shops, restaurants, and hotels. Residential uses are also permitted pursuant to the North Costa Mesa Specific Plan	Less than or equal to 20 units/acre Except that the South Coast Metro Center (Area 6) has a site specific density of 100 units per acre.	0.50 retail 0.60 office Except that South Coast Metro Center (Area 6) has a site-specific FAR of 0.79	PDC, TC
Cultural Arts Center	Mixed commercial, residential, office, and cultural uses.	—	1.77 See also the South Coast Plaza Town Center discussion regarding the FAR.	TC
Industrial Park	Wide variety of industrial and compatible office and support commercial uses.	Less than or equal to 20 units/acre	0.20 high traffic 0.30 moderate traffic 0.40 low traffic 0.75 very low traffic	MP, PDI, CL
Public and Semi-Public	Parks, hospitals, schools, religious facilities, fairgrounds, and public facilities.	—	0.25	I & R, I&R-S, P

### ***Land Use Compatibility/Integration***

The plan area and its immediate surroundings contain a variety of land uses that range from single family residential homes to high-rise offices which provide a good mix of housing opportunities, commercial goods and services, entertainment, and employment opportunities in a relatively small geographical area. This mix allows people the opportunity to live near their jobs, and gives residents and employees a full range of commercial services near their homes or jobs. This reduces traffic congestion and improves air quality. Mass transit opportunities are also more easily developed in this type of community setting.

Several General Plan policies support the development of mixed-use projects along or near transit routes as a means to improve air quality and reduce traffic congestion.<sup>1</sup> Mixed use projects also add variety and interest to an area by supporting day and evening activities. The South Coast Plaza Town Center, South Coast Metro Center, and The Lakes projects currently provide the opportunity to live, work, shop and be entertained within a compact and pleasant urban environment.

The benefits of having a mix of land uses in an area can quickly be lost if there is not enough forethought in the design and location of diverse uses. Common problems include tall buildings overshadowing adjacent buildings and outdoor areas, late night commercial uses affecting residential areas, heavy truck or automobile traffic affecting access to residential areas, inadequate parking availability, and incompatible land uses being located adjacent to one another. Residential areas are particularly sensitive land uses, but commercial and/or industrial uses may also be impacted by inappropriate siting of land uses. Figure 5 highlights the location of existing and future residential areas. In 2006, this specific plan was amended to allow high-rise residential development in Areas 4, 5, and 6. See Section 3.0 for additional discussion.

It should also be noted that a residential component could be incorporated into any Planned Development Zone in the plan area (see Figure 4 for Zoning). New commercial and industrial developments anticipated by the General Plan are also shown in Figure 5.

### **Noise**

A major concern related to land use compatibility is noise. The City of Costa Mesa uses the Community Noise Equivalent Level (CNEL) to measure and regulate noise. The City's maximum acceptable exterior noise level for residential areas is 65 CNEL. The plan area's primary source of noise is vehicular, and two major sources are the I-405 to the south and the Costa Mesa Freeway to the east. Likewise, the plan area's major streets are another source of noise. Appendix A provides a list of the existing and General Plan build-out CNEL levels in the plan area.

New residential development as well as other sensitive land uses shall be required to comply with the General Plan and zoning ordinance standard of 65 CNEL for exterior recreation areas and 45 CNEL for interior areas. However, for high-rise residential

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<sup>1</sup> See Policies LU-1A.1, LU-1F.5, and CIR 1A.9 in Appendix C.

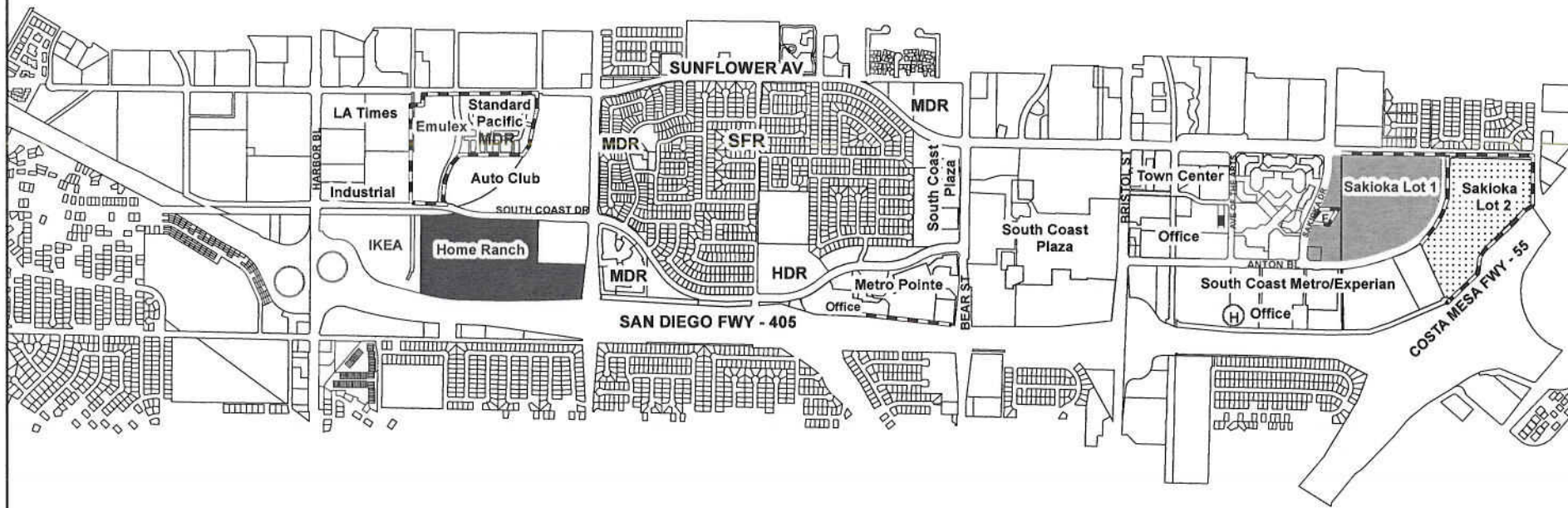




developments, the exterior standard of 65 CNEL only applies to common outdoor recreation/amenity areas that are located at the ground level. Recreation/amenity areas located above the ground floor and private patios and balconies are exempt from the 65 CNEL requirement due to the urbanized nature of the overall setting. Mitigation measures may be used in order to achieve these noise levels.

John Wayne Airport is located to the east of the plan area. Although the 60 CNEL contour encompasses the area generally east of Avenue of the Arts, the 65 CNEL contour is outside of the plan area, and therefore does not impact existing or future land uses. One heliport is located in the plan area in South Coast Metro Center atop the building located at 555 Anton Boulevard.





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## LEGEND

Vacant Residential

Vacant Industrial

Vacant Commercial/Office



Heliport



Fire Station



Sensitive Interface

SFR - Single Family Residential

MDR - Medium Density Residential

HDR - High Density Residential

Land Use Integration



Figure 5

## ***Building Heights***

Existing building heights in the plan area vary from single story single family homes to twenty-one story office buildings. Generally, the high-rise office buildings are located in the South Coast Plaza Town Center and South Coast Metro Center areas; the Metro Pointe area has approval for additional buildings that include two fifteen story buildings. The buildings at South Coast Plaza and Crystal Court vary from one to three stories in height.

The General Plan does not establish a general limit on building heights north of the I-405 but rather contains two policies that provide guidelines for determining the appropriate building height. Policy LU-1C.1 permits the construction of buildings over two stories or 30 feet only when it can be shown that the building height will not impact surrounding developments. Policy LU-1C.3 prohibits the construction of buildings that present a hazard to air navigation at John Wayne Airport as determined by the Federal Aviation Agency.<sup>2</sup>

Policy LU-1C.3 is particularly relevant to the plan area, since the portion of the plan area generally east of the Metro Pointe property is within the imaginary horizontal surface of John Wayne Airport. Beyond the horizontal surface for another 4,000 feet is the imaginary conical surface. See Figure 6. These imaginary surfaces are the trigger for requiring special studies and review by the Airport Land Use Commission for Orange County and the FAA. It should be noted that a number of existing buildings in South Coast Plaza Town Center encroach within the imaginary horizontal surface; however each was determined not to pose a hazard to the airport's operations and were required to install obstruction lighting.

Building heights in North Costa Mesa have created public controversy in the past, especially in the Home Ranch area where high-rise development approvals were overturned by the voters in 1988. Table 2 specifies the maximum building heights for the plan area; these building height standards recognized existing patterns and surrounding land uses. Any new building proposed at 3 stories or more should require a shade and shadow impact analysis in relation to surrounding land uses.

It should be noted that Home Ranch has a specific height limitation of five stories and only in the center of the property. Any additional height above five stories (75 feet) would require a General Plan amendment. Exhibit 11b depicts the height limitations for Home Ranch.

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<sup>2</sup> See Appendix C for full text of Policies LU-1C.1 and LU-1C.3.



Figure 6- Imaginary Surfaces for JWA



SOURCES: FEDERAL AVIATION ADMINISTRATION



**Table 2- Maximum Building Heights  
North Costa Mesa Specific Plan**

SUB-AREA	MAXIMUM BUILDING HEIGHT <sup>1</sup>	NOTES
AREA 1 Home Ranch	Varies	See Exhibit 11b.
AREA 2 Metro Pointe	30 feet-north of South Coast Drive (approx. 2 stories) 90 feet-south of South Coast Drive (approx. 6 stories)	Current development agreement allows buildings up to 15 stories.  Buildings above 173 feet in height will require a determination of no hazard by the FAA.
AREA 3 South Coast Plaza and Crystal Court	85 feet (approx. 4 stories)	None
AREA 4 SCP Town Center	315 feet (approx. 25 stories)	Buildings above 173 feet in height will require a determination of no hazard by the FAA.
AREA 5 The Lakes	Mid-rise Residential-90 feet (approx. 6 stories) High-rise Residential – 280 feet (approximately 26 stories) Commercial-110 feet (approximately 11 stories)	Buildings above 173 feet in height will require a determination of no hazard by the FAA.
AREA 6 South Coast Metro	Varies—See Table 6B.	Buildings above 173 feet in height will require a determination of no hazard by the FAA. Buildings which encroach into the setback for Anton cannot exceed 30 feet (approx. 2 stories) within the setback area.
AREA 7 Sakioka Lot 1	60 feet (approx. 4 stories)	Buildings which encroach into the setback for Anton Blvd. and/or Sakioka Dr. cannot exceed 30 feet (approx. 2 stories) within the setback area.
AREA 8 Sakioka Lot 2	North of collector street- 60 feet (approx. 4 stories) South of collector street- 180 feet (approx. 12 stories)	Buildings above 173 feet in height will require a determination of no hazard by the FAA. Buildings which encroach into the setback for Anton cannot exceed 30 feet (approx. 2 stories) within the setback area.

1. All building height measurements reference the height above grade- not mean sea level.

## ***Circulation***

The circulation system for the plan area is comprised of three components: vehicular, bikeways, and urban rail transit.

### **Vehicular**

The Master Plan of Highways (MPH) in the General Plan depicts the ultimate circulation system for the plan area and the City as a whole. Figure 7 depicts the MPH north of the I-405. Two new streets are shown north of the I-405 as well as two on-ramps and two off-ramps for the I-405. Susan Street will serve as a new connection between Sunflower Avenue and South Coast Drive north of the Home Ranch site (Area 1), and the unnamed street from Anton Boulevard will provide a connection to Main Street within the Sakioka Farms Lot 2 (Area 8). An on-ramp is proposed from South Coast Drive and Hyland Avenue and an off-ramp is proposed at South Coast Drive at the west end of the Metro Pointe project. This off-ramp is currently under construction and is anticipated to be complete at the end of 1994. Another on-ramp and off-ramp are proposed for Anton Boulevard at Avenue of the Arts and at the east end of the Metro Center project. Widening and improvements are also either under construction or design for the Fairview Road and Bristol Street ramps. Table 3 lists the Master Plan of Highways improvements that are not yet constructed north of the I-405. Funding sources to finance these improvements are discussed in Section 5.0.

Project specific environmental analyses and traffic studies will determine what, if any, street or freeway improvements are necessary for each new development. Circulation improvements can be required south, as well as, north of the I-405. The new roadways and on- and off-ramps should be designed in concert with site development plans so as to minimize impacts to surrounding land uses.

Two major regional transportation projects will also impact the plan area. These projects involve the addition of transit way connectors between the carpool lanes of the I-405 and SR-73 freeways and the I-405 and SR-55 freeways. The second project may require acquisition of additional freeway right-of-way from both Sakioka Lot 2 and South Coast Metro Center. The project could also include an exclusive High Occupancy Vehicle access ramp to the I-405 Freeway at Bear Street; this project is currently the subject of a supplemental environmental impact report under a cooperative agreement with the Orange County Transportation Authority. The first project may require additional right-of-way from the Segerstrom Home Ranch site and may also include further improvements to the I-405 beyond Harbor Boulevard.

There are a variety of funding mechanisms the City utilizes to fund the Master Plan of Highways improvements including development impact fees and state and local programs; these are discussed further in Section 5.0 Implementation.

In order to reduce vehicular traffic on City streets, the City encourages that Transportation Demand Management (TDM) be promoted in large businesses.



TDM includes a variety of methods including staggered work hours, reduced work days, car and van pooling, etc. Establishment of a TDM Program and a yearly monitoring report is now required as environmental mitigation measures on new projects.

### **Bikeways**

Bike lanes in the plan area currently exist on Anton Boulevard, Sakioka Drive, South Coast Drive, Bear Street, and Fairview Road. Figure 8 depicts the location of existing and future bikeways north of the I-405.

General Plan amendment GP-94-03A deleted the bike undercrossing proposed at Avenue of the Arts, and GP-00-05 included the deletion of the I-405 bike undercrossing in the vicinity of Home Ranch and related linkages to South Coast Drive and Gisler Avenue, due to the I-405 and SR-73 confluence improvements.

New development will be required to construct linkages in the City's bikeway master plan in some instances. Consideration should also be given to bicycle storage areas for the larger employment centers to encourage bicycle riding as a form of commuting.



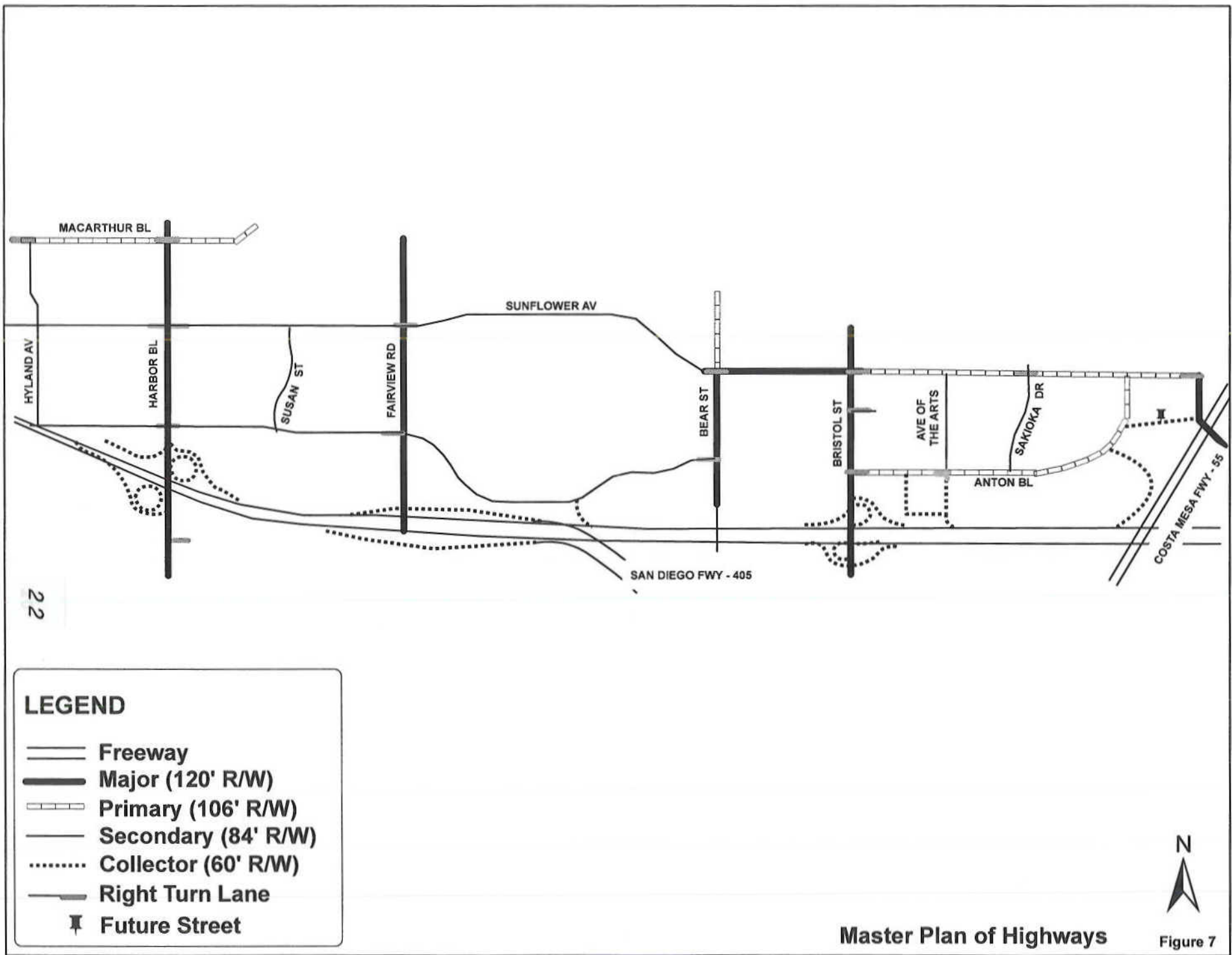


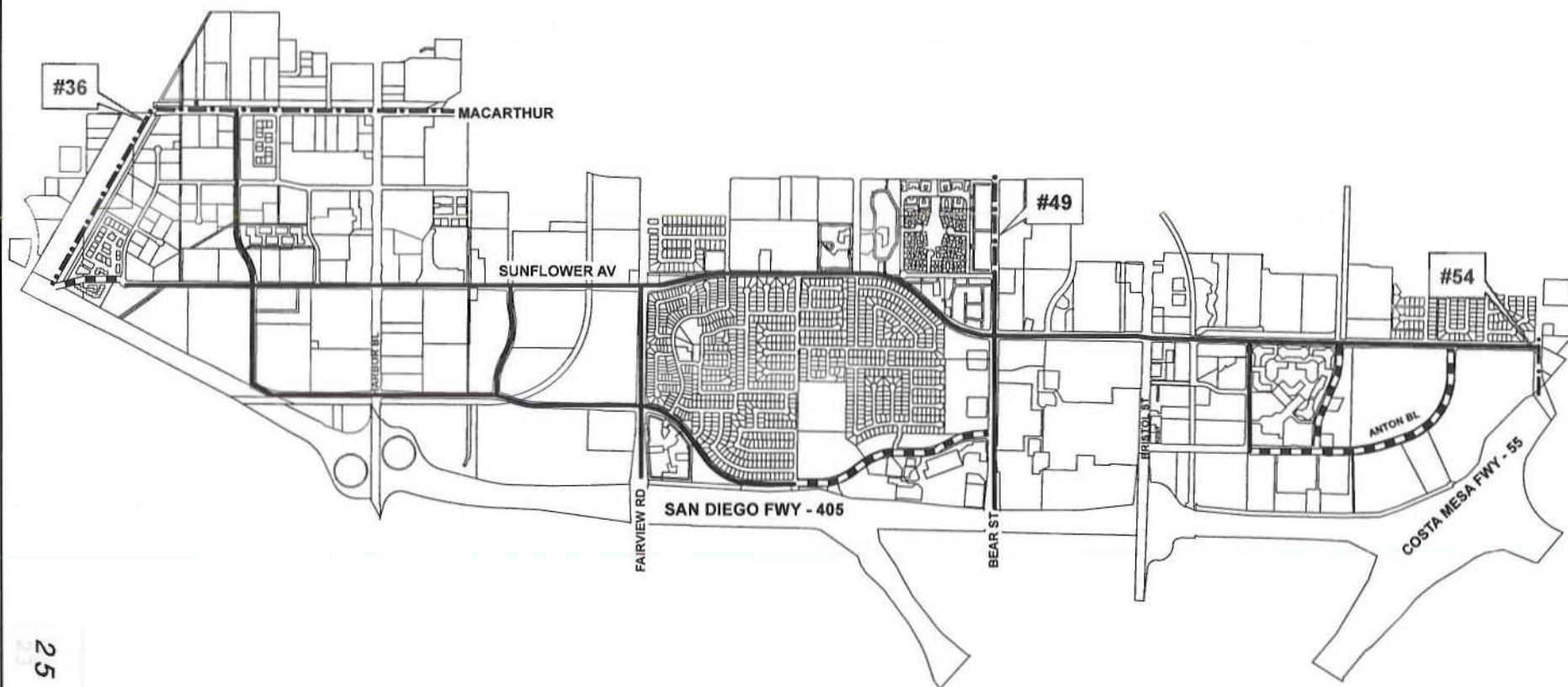
Table 3- Master Plan Of Highways Improvements		
North Costa Mesa Specific Plan		
LOCATION	MASTER PLAN IMPROVEMENT	ESTIMATED COST
INTERSECTIONS		
Bristol Street and Sunflower Avenue	Add westbound right turn lane.	\$550,000
Sakioka Drive and Sunflower Avenue	Add southbound right turn lane.	\$229,000
Anton Boulevard and Sunflower Avenue	Add 2 <sup>nd</sup> westbound left turn lane.	\$205,000
Bristol Street and Town Center Drive	Add 2 <sup>nd</sup> westbound left turn lane and provide free eastbound right turn lane.	\$515,000
Bear Street and South Coast Plaza (south)	Construct west leg to Metro Pointe development site-add eastbound left turn, eastbound through, eastbound right turn and northbound left turn lanes.	To be constructed by developer since it is an on-site improvement.
Bristol Street and I-405 northbound offramp	Add 4 <sup>th</sup> northbound through, 5 <sup>th</sup> southbound through, 2 <sup>nd</sup> eastbound right, optional westbound left/westbound through, and provide free westbound right turn lanes.	\$4,289,299
Bristol Street and I-405 southbound ramp	Add 4 <sup>th</sup> northbound through and free eastbound right turn lanes.	
Harbor Boulevard and Sunflower Avenue	Add northbound, eastbound and westbound right turn lanes.	\$700,000
Fairview Road and Sunflower Avenue	Add southbound and eastbound right turn lanes.	\$597,000
Harbor Boulevard and South Coast Drive	Add northbound right, southbound right westbound right, 2 <sup>nd</sup> westbound left, and 4 <sup>th</sup> southbound through lanes.	\$7,191,100
Harbor Boulevard and I-405 northbound ramps	Add 4 <sup>th</sup> northbound through and optional westbound left/westbound right turn lanes.	
Harbor Boulevard and I-405 southbound ramps	Add 4 <sup>th</sup> northbound through and 4 <sup>th</sup> southbound through lanes and optional eastbound left/eastbound right turn lanes.	
Harbor Boulevard and MacArthur Boulevard	Add 2 <sup>nd</sup> left turn lane and exclusive right turn lane on all approaches.	\$550,000
Fairview Road and I-405 northbound ramps	Convert optional westbound left/westbound right to 2 <sup>nd</sup> westbound left turn lane and add 2 <sup>nd</sup> westbound right turn lane.	\$791,666
Fairview Road and I-405 southbound ramps	Convert optional eastbound left/eastbound right turn lane to 2 <sup>nd</sup> eastbound left turn lane and add 2 <sup>nd</sup> eastbound right turn lane.	\$434,849
I-405 northbound on-ramps and South Coast Drive/Hyland Avenue	New intersection due to added I-405 on-ramp.	\$3,109,895
Susan Street and South Coast Drive	New intersection due to Susan Street extension.	\$864,828 (To be constructed by developer)
I-405 northbound off-ramp and South Coast Drive	New intersection (east of Fairview) added with I-405/Fairview off-ramp improvement.	\$1,877,295
STREET IMPROVEMENTS		
Anton Boulevard, Sunflower to Park Center	Restripe for six lanes.	\$10,000
Sunflower Avenue, Harbor Boulevard to Susan Street	Widen to secondary highway standards	\$956,425
Main Street, from Sunflower to 55 Freeway	Provide six through lanes.	To be constructed and funded by the City of Irvine
FREEWAY IMPROVEMENTS		

Table 3- Master Plan Of Highways Improvements

North Costa Mesa Specific Plan

LOCATION	MASTER PLAN IMPROVEMENT	ESTIMATED COST
I-405/northbound Avenue of the Arts off-ramp	Provide new off-ramp.	\$2,458,020
I-405/Anton Boulevard on-ramp	Provide new on-ramp	\$6,708,200
Southbound I-405/Bristol Street on-ramp/SR-55 Connector Braid	Provide grade separation of the SB I-405 Bristol Street on-ramp with the SB-I-405 to NB SR-55 connector.	\$15,845,009
NB I-405 Bristol Street off-ramp/SB SR-55 to NB I-405 Connector Braid	Provide grade separation of the NB I-405 Bristol Street off-ramp with the SB-SR-55 to the NB I-405 connector.	\$22,075,707
I-405 Southbound widening - Harbor off-ramp to Harbor on-ramp	Add general purpose lane on SB I-405 from the Harbor Blvd off-ramp to the Harbor Blvd slip on-ramp.	\$4,769,792
I-405 SB widening - Fairview to Bristol	Provide auxiliary lane on SB I-405 from the Fairview on-ramp to the Bristol Street off-ramp.	\$618,726
I-405 NB widening - Bristol to Fairview	Provide auxiliary lane on the NB I-405 from the Bristol Street on-ramp to exit at the Fairview off-ramp.	\$4,359,684
NB I-405 Fairview off-ramp to SR-73 connector	Provide auxiliary lane on NB I-405 from Fairview Road off-ramp to the SR-73 connector.	\$611,032
I-405 NB widening - SR-73 to Harbor	Provide auxiliary lane on NB I-405 from the SR-73 connector to the Harbor Blvd off-ramp.	\$741,160
Widen SB I-405 - Harbor to Fairview	Add general purpose lane to SB I-405 from Harbor Blvd slip on-ramp to Fairview Road on-ramp.	\$2,149,926
I-405 NB widening - Fairview to Harbor	Provide grade separation of the NB I-405 Fairview on-ramp with the Harbor Blvd off-ramp.	\$12,535,562





25

## LEGEND

--- Regional Trail

--- Bike Trail (Class 1)

— Bike Lane

# Regional Trail Number



**Bike Paths**

**Figure 8**

## Urban Rail Transit

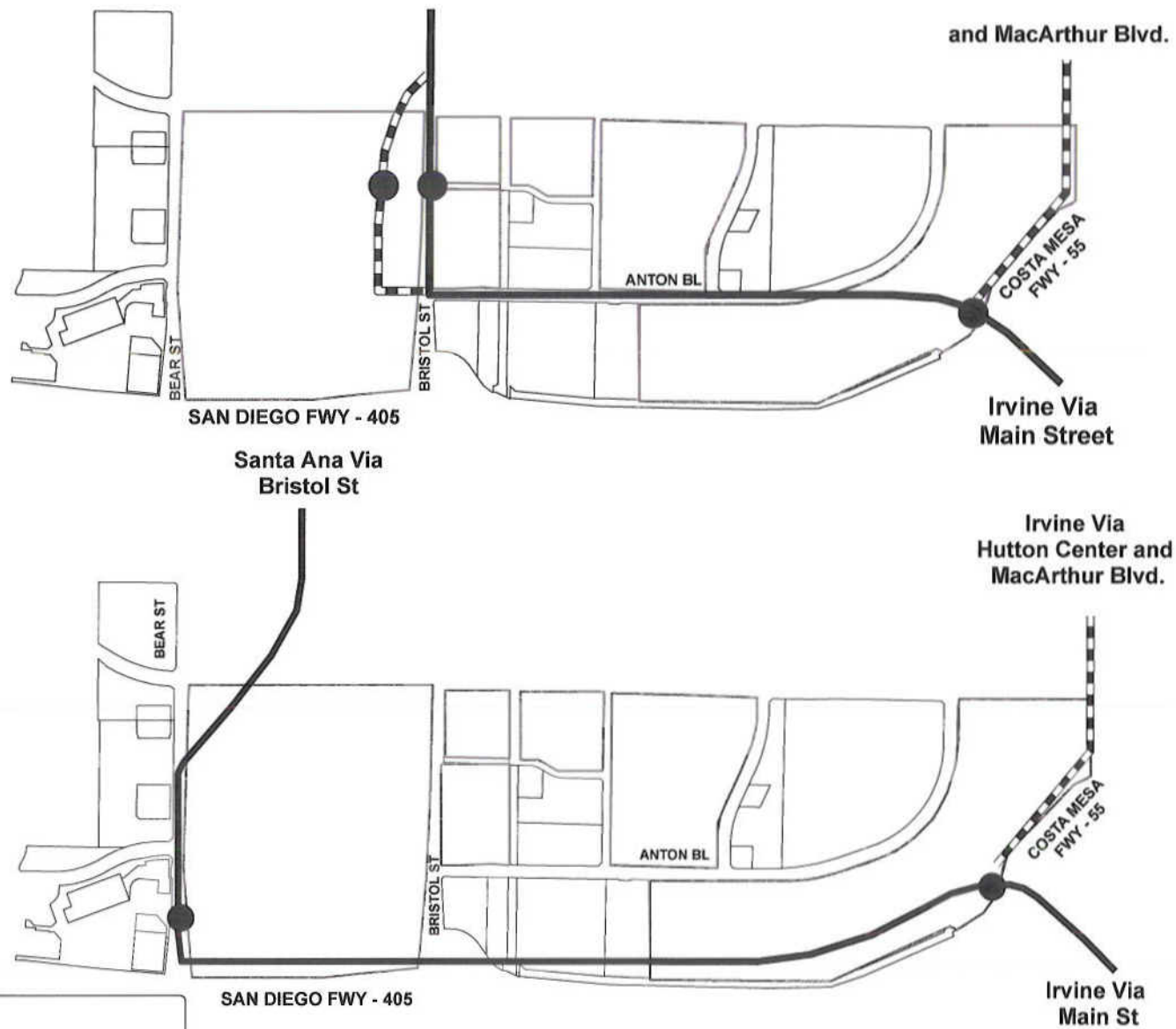
The County of Orange and the Central Orange County Fixed Guideway Joint Powers Authority are currently studying alternative alignments for a county-wide rail system which will pass through the eastern portion of the plan area. The system is expected to consist of an elevated light rail facility. Two primary alignments through Costa Mesa are under review. These alignments and alternatives are illustrated in Figure 9.

The primary routes are proposed along Bristol Street in Santa Ana and Main Street in Irvine. As the system moves through Costa Mesa, the alignment could stay on Bristol Street and continue along Anton Avenue or shift to Bear Street and continue adjacent to the San Diego Freeway. Each alternative proposes two Costa Mesa stations. One station could be located on either Bear or Bristol Street within existing street right-of-way or in the parking lot of South Coast Plaza. The second could be located on the Sakioka Farms property, near the Costa Mesa Freeway.

The obvious benefit of urban rail transit is the enhancement of the overall transportation system by providing alternative means for employees, shoppers and visitors to access this portion of the community. However, issues regarding route alignment and station locations have significant urban design and land use planning implications. Major policy issues which must be addressed are:

- visual impacts of elevated guideway and stations;
- provision of adequate pedestrian linkages to stations and destinations;
- appropriate mix and density of land uses surrounding station locations; and
- demand for parking around station locations.

The combination of these concerns may pose practical difficulties for the extension of the urban rail system through the highly developed portion of the plan area as currently proposed. It has been suggested that the route alignment not be extended south of Sunflower Avenue. While this additional alternative would avoid the design interface problems, it may not provide adequate service to this major employment and activity center. Additional concerns include development timing in proximity to route and station locations, density transfer of development potential for areas designated for station locations and/or rail routes, and increased density and building intensity beyond the current General Plan. Because of these concerns, a detailed route alignment and station location study for that portion of the system which will be located in Costa Mesa should be undertaken in advance of the final alignment adoption.



## LEGEND

- Proposed Alignment
- Alternative Alignment
- Station





### Nonconformity

The 1990 General Plan resulted in the establishment of new lower FARs and density limits on development citywide. The General Plan recognized that the new FARs for commercial and industrial uses would be lower than existing development in many cases, therefore Policy LU-2A.4 was included. This policy states that in the event of unintentional damage or destruction, the City would allow any legal conforming use in existence at the time of adoption of the 1990 General Plan in a nonconforming development to be rebuilt to its original building intensity as long as such rebuilding would not increase the development's nonconformity. This policy was then codified in the zoning code to state that reconstruction of development destroyed to more than 50% of the market value may occur to its original FAR if all other development standards (setbacks, lot coverage, height, parking, open space, etc.) are met. The City's zoning code also states that in cases of unintentional destruction of up to and including 50% reconstruction could occur without meeting current development standards.

In terms of residential uses, the General Plan recognizes development legally built at higher densities. Such existing units may be rebuilt to the same density subject to other standards of the zoning code. In the High Density Residential designation in the plan area (i.e., The Lakes), the allowable density or number of units to be redeveloped would be limited to the General Plan density plus a 50% density incentive bonus or the existing number of units, whichever is less.

The following table identifies existing commercial and hotel development in the plan area that is nonconforming due to its existing FAR.

Table 4- Floor Area Ratio Nonconformities				
North Costa Mesa Specific Plan				
PROJECT NAME	TAZ(s)	GP FAR LIMITS	EXISTING FAR	NOTES
Metro Pointe Phases 2 & 3	8 and 11	.50 retail .60 office	Only partially developed to date	The Development Agreement allows 1.01 FAR for Phases 2 & 3, if built-out it will become nonconforming but it will be protected by the Development Agreement for the remainder of the agreement's term.
The Lakes	27	.25 retail .35 office	Wyndham Garden Hotel- 2.08 (3350 Ave. of the Arts) Marriott Hotel- 1.3 (500 Anton)	The intensity of the two hotels exceeds the allowable levels.
The other major developments in the plan area are within the allowable FAR and would not be considered nonconforming.				

There are two different redevelopment scenarios to consider in regards to FAR nonconformity, i.e., reconstruction after unintentional destruction and reconstruction after voluntary destruction.

### **Unintentional Destruction**

As shown in Table 4, the nonconformity is limited to one major project in the plan area. For the newer high-rise buildings in North Costa Mesa, it should not be difficult to meet the current standards and reconstruct in case of unintentional destruction, and the General Plan and zoning code have adequate protection for rebuilding nonconforming development that is unintentionally destroyed.

### **Voluntary Destruction**

A major concern for The Lakes is that if a property owner chooses to demolish a building to redevelop, the new development would need to meet the FAR limit and current development code standards. In most cases this would mean considerably less development than what exists. Therefore, it is the intent of this plan to indicate how to calculate the amount of new development that would be allowed if a building is voluntarily demolished.

The General Plan states that the FAR is determined on a project-planning basis rather than a parcel-specific basis. Therefore, a strict interpretation of the General Plan in regards to rebuilding after voluntary destruction requires that the FAR be calculated over the entire acreage of the master planned project. But, if such a project were evaluated on a master planned basis in the instance of The Lakes, it is very likely that it would result in the inability to reconstruct anything, since on a project-wide basis both developments would most likely still exceed the General Plan FAR limits even with the removal of an existing building.

However, the General Plan also states that development could be evaluated at a parcel-specific level if the project is or can be developed on a single lot and not subdivided at a later date. So although The Lakes is a large planned development, the FAR for the new development can be based on the size of the individual lot. It is reasonable to allow redevelopment either up to the General Plan intensity level for the land use designation or up to the pre-existing development level, whichever is less, in cases where a development on a single parcel is voluntarily demolished. The Lakes has been subdivided so that the apartment complex, two hotels and retail center each occupy their own parcel. Restrictions should be made that indicate that the major open space features of this planned development shall always remain as open space, and that the individual parcels may not be further subdivided.



### ***Parks and Recreation***

As shown on Figure 10, north of the I-405 and east of Harbor Boulevard there are two publicly owned parks and three privately owned and maintained open space areas. They are Wakeham and Wimbledon Parks and the California Scenario, Town Center, and The Lakes sites. There are no school sites, community centers or golf courses in the plan area and none are planned.

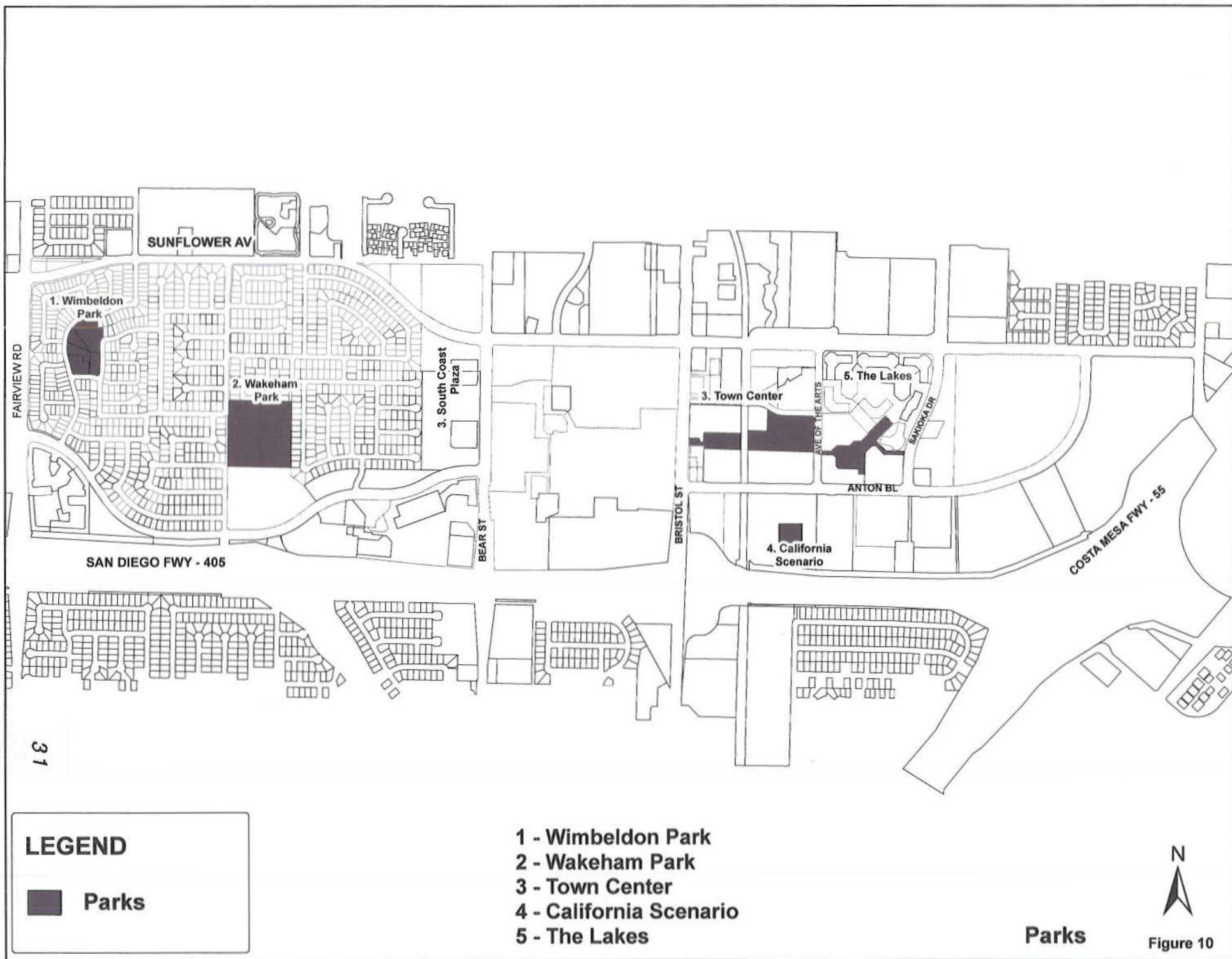
Wakeham Park is 9.91 acres in size and Wimbledon Park is 3.36 acres. Both are located inside residential tracts. Located south of Anton Boulevard and east of Bristol Street, California Scenario sculpture garden is a 1.6-acre private plaza, which consists of a blend of hardscape, landscaping, sculptures and water features. It is open to the public and is used for passive recreation, gatherings, summer concerts, and as a backdrop for photography and commercials. It occupies an area between high-rise office buildings, retail establishments and parking structures. In conjunction with the approval of GP-00-02 for South Coast Plaza Town Center, the property owner is to preserve and maintain the California Scenario sculpture garden substantially in accordance with its existing configurations and function, commencing immediately and continuing for the useful life of the existing office buildings adjacent to the garden. The 3-acre Town Center site is an open space easement located between the South Coast Plaza Hotel, South Coast Repertory Theater and Town Center high-rise buildings. It, too, is open to the public and is used for concerts, various promotions for the arts, seasonal gatherings, passive recreation and as pedestrian access between the buildings. The easement area boundaries were slightly modified in 2001, but were not decreased in size. Located within a mixed-use project east of Avenue of the Arts, The Lakes development contains a large apartment complex, two high-rise hotels and retail buildings. Central to these uses is a 3.3-acre permanent public open space easement, which includes a lake, walkways, plaza area and landscaping. The walkways connect to public pathways at Avenue of the Arts, the various uses in the block and the public sidewalk on Sakioka Drive.

Planning Area 5, as defined in the City's Parks, Recreation and Open Space Master Plan (January 1996), is the entire area of the City that is located north of the I-405. Although the boundaries of the plan area do not coincide directly with Planning Area 5, information is provided regarding Sakioka Farms Lot 1 and Home Ranch. A detailed summary of the findings of the study is included in Appendix B.

The study concluded that the plan area has adequate parkland currently; however, the anticipated residential development of Sakioka Lot 1 will create additional demand for a neighborhood park. Additionally, the parkland needs cannot be easily met in the surrounding area. As can be noted on Figure 10, there is not a public park located east of Bristol Street which could serve the Sakioka property. The subdivision of this residential area will require dedication of parkland or the payment of in lieu fees; therefore, if a subdivision is proposed, then the project should meet its neighborhood park dedication requirement onsite. Consideration should also be given to locating the private recreational areas of this planned development in proximity to the public park area. It should be noted that the City's Park and Recreation Dedication ordinance does allow privately developed, owned and maintained open space to be credited against the parkland dedication requirement.

In respect to Home Ranch, the development agreement approved in 2001 specified that the property owner would pay the full amount of park dedication in-lieu fees associated with residential development. The 1.5-acre parcel that is to be dedicated for historical resource preservation shall not be used as a credit against applicable in-lieu fees or parkland dedication requirements.





### ***Fire Protection Services***

The need for fire services increases as population and development grow. The Fire Department operates from the City Hall (Administration) and from six fire stations. Station #6, Metro Station, is located in the plan area (on Sakioka Drive) and serves the northeasterly portion of the City. One other fire station is proposed in the General Plan to serve north Costa Mesa as a result of land use intensification. This station is tentatively proposed in the vicinity of Harbor Boulevard near South Coast Drive; it would be the seventh station for the city.

The City of Costa Mesa Fire Department participates in a "Central Net" program with the cities of Newport Beach, Santa Ana, Fountain Valley, Huntington Beach, Westminster, and Orange County. The Central Net program provides for quick, mutual aid dispatch of fire apparatus across city boundaries during major and minor emergencies.

A fire protection system impact fee was adopted in January 1989 to fund future fire protection needs in North Costa Mesa. The fee is levied only against the four remaining landowners of five vacant land areas when development occurs. The future development identified as impacting the City's fire protection system includes Home Ranch, South Coast Plaza Town Center, South Coast Metro Center and Sakioka Farms' Lots 1 and 2, and Metro Pointe. However, the fire impact fee was based on development assumptions that are no longer valid since the adoption of the 2000 General Plan.

Update of the fire impact fee could possibly include consideration of joint use and funding of Fire Station #7 with surrounding Central Net cities. This would reduce the overall cost to the city and ultimately the cost to new development in each city. A study could also reexamine the need/demand for the seventh station.

In conjunction with adoption of GP-00-05, it was determined that the Home Ranch project (Area 1) increased the demand for City fire suppression services in the City's northwest area. The Segerstrom Home Ranch development agreement includes provisions for the necessary land acquisition, building design, and construction costs. The City of Costa Mesa Fire Department is responsible for determining the timing of land acquisition and fire station construction. If the fire station is ultimately located on Segerstrom Home Ranch, the development agreement allows for transfer of development rights (building square footage and trip budget) to the balance of the Home Ranch project.

In conjunction with the adoption of GP-06-02 and GP-06-03, it was determined that an additional paramedic fire engine was needed. Each of the contributing high-rise residential projects was required to participate in the funding of the new vehicle on a pro-rata basis.



### 3.0 SUBAREA ANALYSIS

The plan area is composed of eight unique subareas that are analyzed individually as well as in consideration of surrounding land uses.

#### **AREA 1-HOME RANCH**

##### **Existing Land Uses**

This 93-acre site is presently in agricultural production. Onsite structures include a single-family residence, guesthouse, barn, related farm buildings, and an office building located on Fairview Road. This site is owned by C.J. Segerstrom and Sons. The single family home and barn are identified in the 2000 General Plan in the Historical and Cultural Resources Element. The Segerstrom family, who continue to maintain the house, constructed the farmhouse in 1915. The barn was constructed in 1928. Several farm related structures are located near the house.

##### **General Plan and Zoning**

This site is designated as Industrial Park by the General Plan and is zoned PDI. The maximum Floor Area Ratio (FAR) is 0.40, which equals 961,060 square feet of building area. The trip budget is 827 a.m. peak hour trips and 855 p.m. peak hour trips.

In 2001, GP-00-05 was approved for Home Ranch to allow residential, commercial, office, and industrial uses. The overall allowable square footage was increased to 1,351,698 square feet and trip budget adjusted accordingly. In respect to this specific plan, the Home Ranch area was expanded to include the 30.5 acres located north of South Coast Drive. See following Sub-areas discussion.

In 2003, SP-03-02 was approved that reallocated a 2.074-acre portion of Sub-area B to Sub-area A. This reallocation of acreage reduced the overall allowable square footage to 1,351,698; the overall trip budget remained unchanged. Table 4A was modified to reflect this change.

##### **Sub-areas**

The Segerstrom Home Ranch is divided into four sub-areas. Table 4A provides a statistical summary of the maximum number of dwelling units, floor area ratio, building square footage, and the trip budgets for each sub-area. Figure 11 illustrates the boundaries of the sub-areas.

To facilitate flexibility for Sub-areas B and C, building square footages and trip budgets may be transferred, provided that the total building square footage, floor area ratio, and trip budget for the combined two sub-areas are not exceeded as delineated in Table 4A. Transfers affecting Sub-areas A and D are not permitted. Future development in Sub-area B shall be limited to high quality office, office-related uses, and corporate office/headquarters with subsidiary support functions that may include research and design, minor assembly, light manufacturing, and storage. Retail uses in Sub-area B shall be limited to those that are ancillary to the office development.

Shown below are the development parameters for each distinct sub area.



Table 4A- Segerstrom Home Ranch Sub-areas Statistical Summary						
North Costa Mesa Specific Plan						
Land Use	Acreage	Floor Area Ratio/Density	Maximum Units/ Square Footage	Maximum Stories/Height	A.M. Peak Hour Trips	P.M. Peak Hour Trips
A. IKEA	19.27	0.37 FAR	308,000 sf	2 stories/45 feet	43	431
B. Office and Office-related uses	43.57	0.40 FAR	759,165 sf	2-5 stories/36 - 75 feet See Figure 11b	1,593	1,569
C. Industrial Park	14.5	0.40 FAR	252,648 sf	1-5 stories/45-60 feet See Figure 11b		
D. Medium Density Residential	16.0	12 units/acre	136 single-family attached units  56 single-family detached units  Total Maximum: 192 units	3 stories/ 50 feet  2 stories/27 feet	102	130
<b>TOTAL:</b>	<b>93.34</b>	<b>NA</b>	<b>192 units 1,319,813 sf</b>		<b>1,738</b>	<b>2,130</b>
<p>1. Note: The mix of units is for illustrative purposes only; the precise mix of product types will be determined during master plan review; in no instance shall the 192-unit maximum and/or the morning and evening peak hour trip budget be exceeded.</p> <p>Updated November 17, 2003 per SP-03-02</p>						

## Land Use Compatibility/Integration

The Segerstrom farmhouse provides a unique opportunity for preservation of a small piece of the City's agricultural heritage. This two-story home and accompanying barn are familiar sights in the area and stand as a reminder of the farming community that was evident here in the early 1900's. Although the Segerstrom home and barn are designated as Commercial Center on the General Plan Land Use Map, it would be in keeping with Policy HCR-1A.5 of the General Plan to preserve these historical structures.

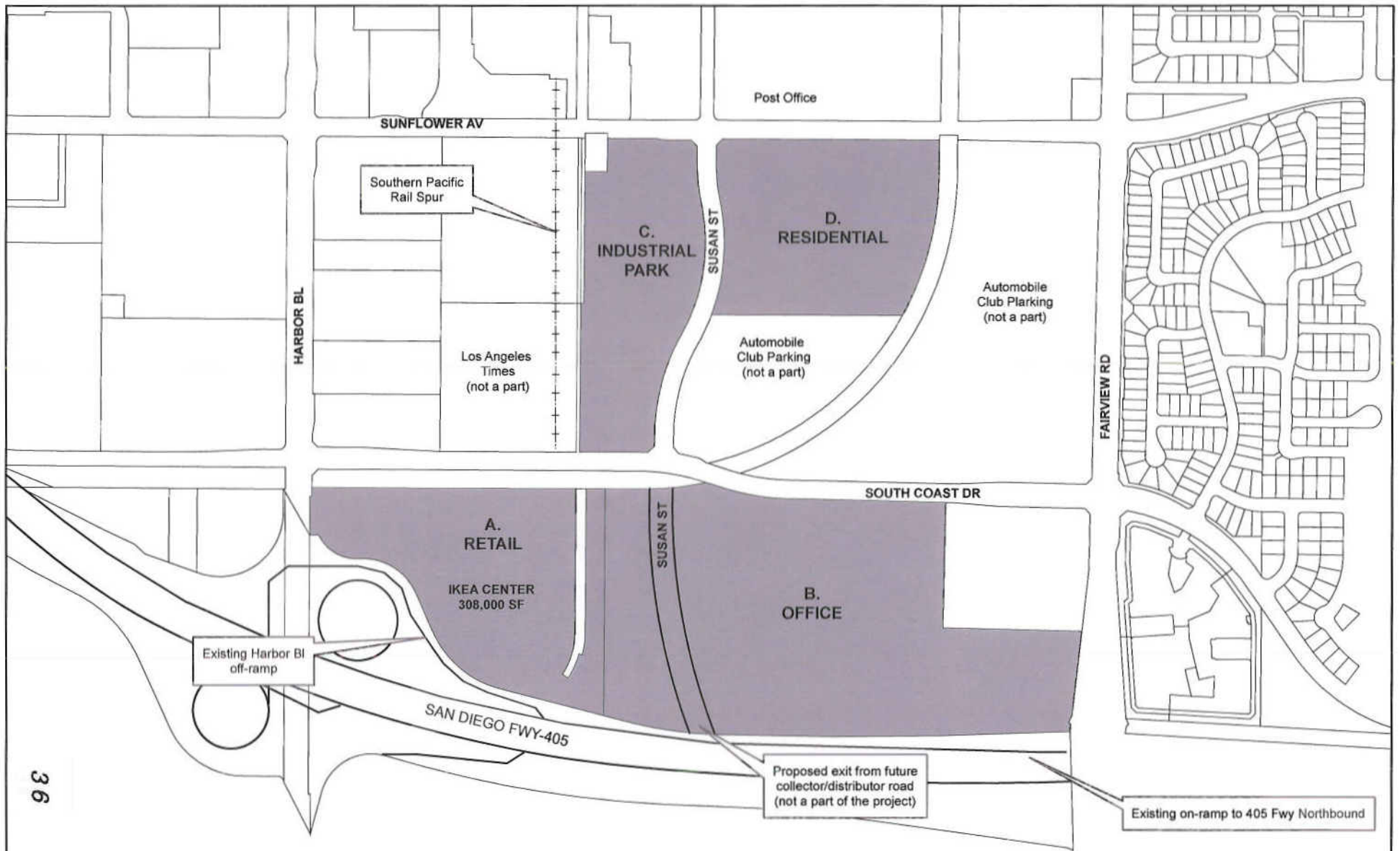
Preservation of these structures in their current location could be accomplished by transferring the development potential of the area to be preserved to the remainder of the Industrial Park area. At that time, the General Plan would be amended to an appropriate land use designation (e.g., Public-Semi Public) and a land use restriction recorded for the property which recognizes the long-term preservation of these buildings as historical resources. Ownership of the property could remain with the Segerstrom family until such time they wished to sell the property. At that time, the City, another public agency, or private organization should be given the first right of refusal to purchase the site.

The retention of the farmhouse results in a site design consideration. Non-residential buildings should be set back from the farmhouse site so as to not visually encroach into this area. Buffering could include walls/fencing, landscaping, and/or parking areas. Consideration should be given to physically linking the adjacent development to the farmhouse site with pedestrian paths.

In conjunction with approval of GP-00-05, a historical preservation area was identified on Home Ranch, as shown in Exhibit 11a. The barn is to be relocated into the preservation area. The Segerstrom Home Ranch development agreement includes provisions for the land dedication, building preservation, and long-term management of this valuable community resource. Mesa Consolidated Water District has also expressed an interest in obtaining land from the property owner in order to place an underground reservoir adjacent to the preservation area. Should this occur, the anticipated office development could not occur over the reservoir site; it would be necessary for it to remain as open space. The development agreement specifies that development potential (square footage and trip budget) of the 1.5-acre site and any future reservoir site can be transferred to the portion of the Home Ranch site located south of South Coast Drive and east of the proposed Susan Street.

## Building Heights

The General Plan specifically limits building heights to a maximum of five stories (and only in the project's center) for this site. Five stories approximate a 75-foot height limitation. Exhibit 11b indicates the various height limits for Home Ranch. The actual siting of future buildings shall take into account surrounding development in order to minimize visual impacts. The use of low-reflective materials for the building's exteriors will minimize glare impacts. In Building Height Area 1 adjacent to Fairview Road, the City of Costa Mesa shall also require a shade/shadow analysis for any building proposed to exceed 30 feet in height in order to ensure that building's shade or shadow does not extend beyond the project site or public rights-of-way.



## LEGEND

■ Area 1 - Segerstrom Home Ranch

□ new\_parcel-above NorthCMSpecificPlan selection selection 2

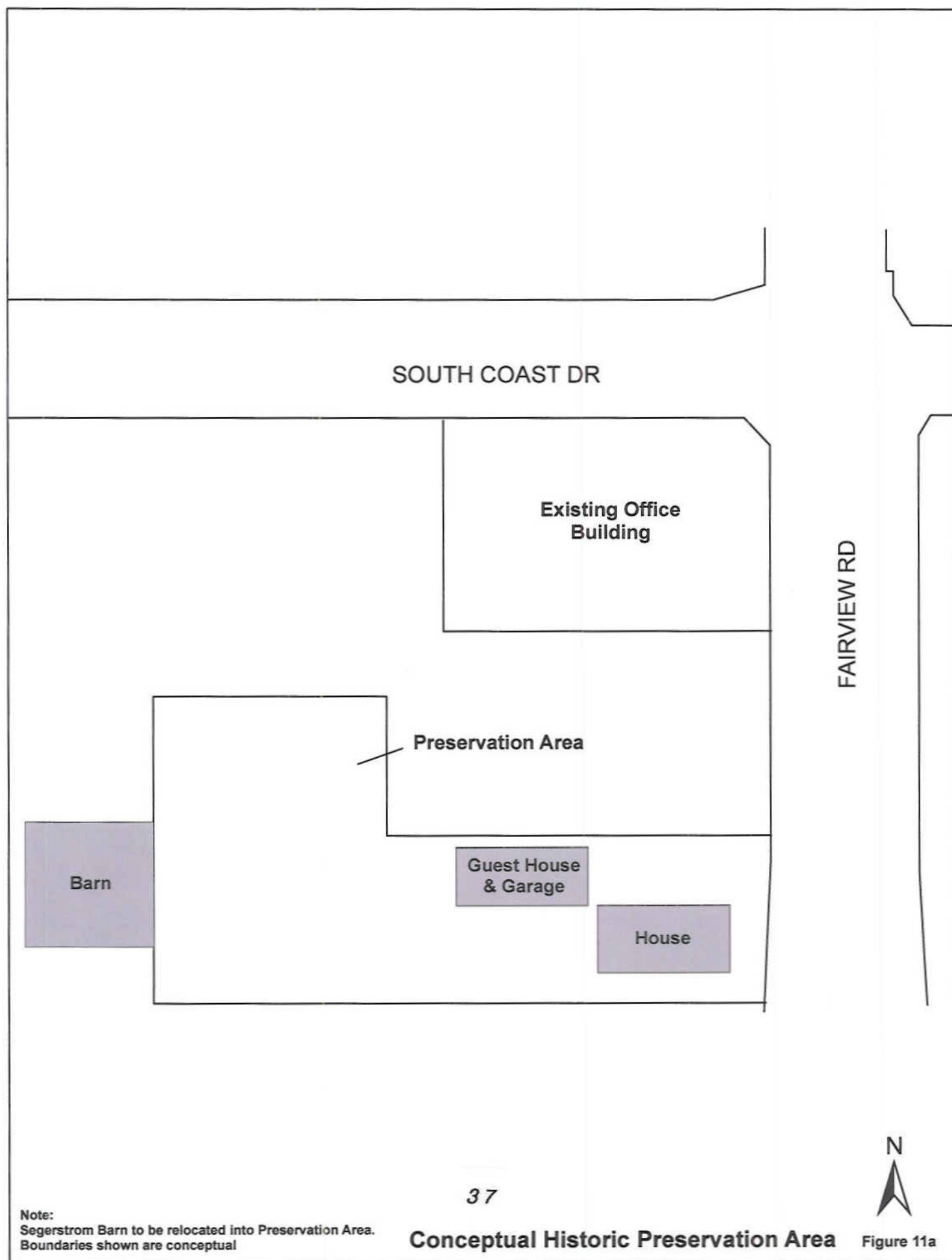
See Table 4A for development summary

Area 1 - Segerstrom Home Ranch







Figure 11







## LEGEND

-  **2 Stories - 36 ft Building Height**
-  **2 Stories - 45 ft Building Height**
-  **3 Stories - 45 ft Building Height**
-  **4 Stories - 60 ft Building Height**
-  **5 Stories - 75 ft Building Height**
-  **Single-Family Detached: 2 stories/27 feet**  
**Single-Family Attached: 3 stories/50 feet**

38

**Maximum Building Heights** Figure 11b



## **Circulation**

The primary project access/egress points should be aligned with Susan Street and the existing Automobile Club entry to the north. Access to the farmhouse preservation site should be considered from within this area so as to minimize the number of driveways on South Coast Drive.

Freeway access improvements in the immediate area include the widening of the Fairview Road off-ramps, both northbound and southbound, and the construction of the new South Coast Drive off-ramp. Both are completed.

Final Program Environmental Impact Report No. 1048 for Home Ranch included a preliminary analysis of a Susan Street exit from the new South Coast Drive-Fairview Road-Harbor Boulevard collector road included in the I-405/SR-73 confluence project. Prior to approval of this additional exit by CalTrans, additional environmental documentation would be required. The Susan Street exit is not required for the Home Ranch project.

A future bikeway was shown on the Master Plan of Bikeways traversing this site to South Coast Drive from the I-405 bikeway undercrossing. However, in conjunction with GP-00-05, this bike trail undercrossing and related linkages were deleted from the Master Plan of Bikeways. This deletion was necessitated by the CalTrans/FHWA freeway improvements in the general area.

## **Parks and Recreation**

The Segerstrom family house and barn may also be considered as meeting a portion of the future park needs for any future residential development north of South Coast Drive. It would not meet any active recreational needs, but serve rather as a cultural/historical center.

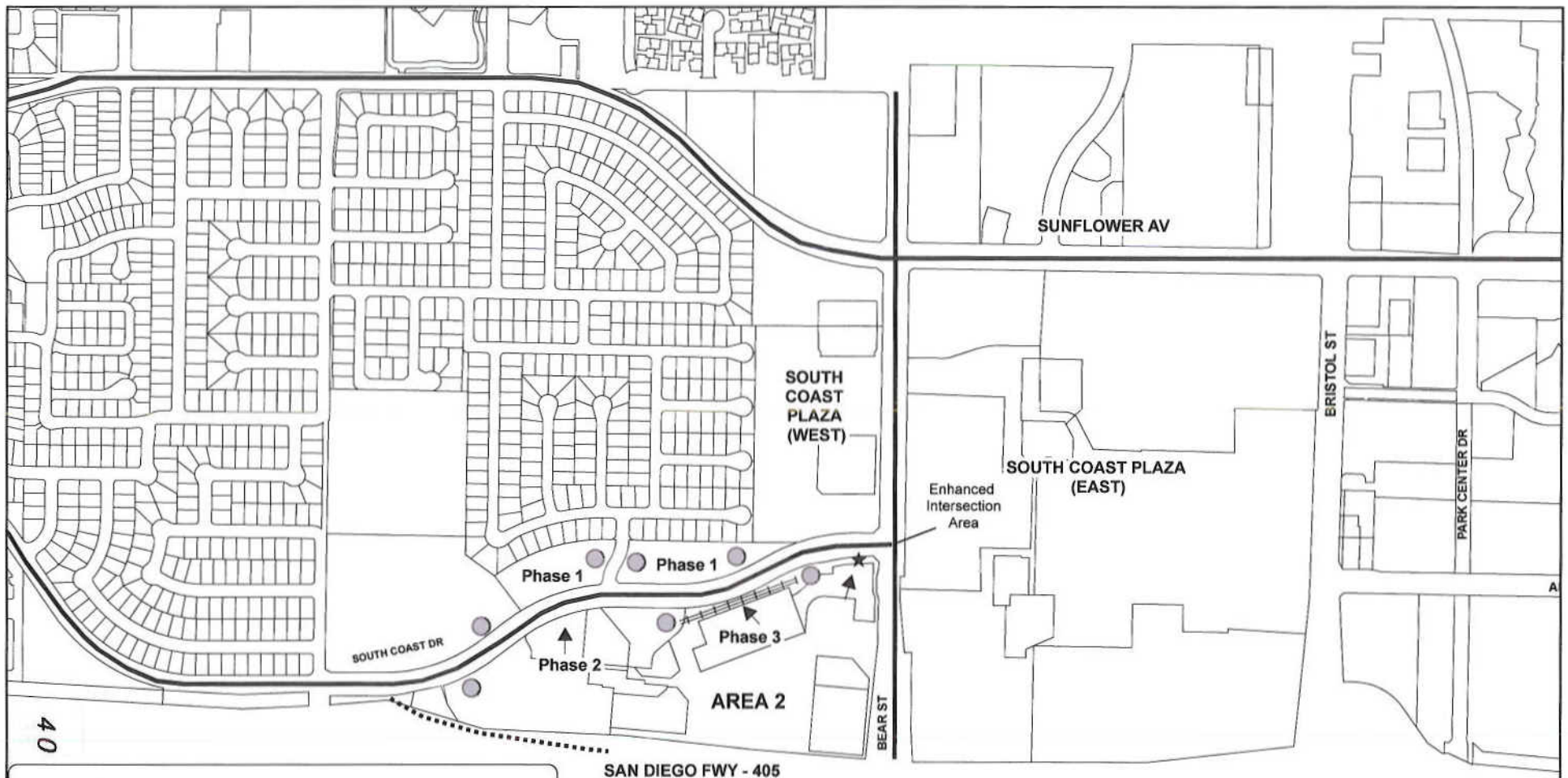
In conjunction with GP-00-05, the historical reservation area was established. See previous Land Use Compatibility/Integration discussion.

## **Fire Protection Services**

Future development plans and environmental analyses for this site need to assess the future fire station in the North Harbor area; i.e.; location and timing of construction.

In conjunction with adoption of GP-00-05, it was determined that Segerstrom Home Ranch (Area 1) increased the demand for City fire suppression services in the City's northwest area. The Segerstrom Home Ranch development agreement includes provisions for the necessary land acquisition, building design, and construction costs. The City of Costa Mesa Fire Department is responsible for determining the timing of land acquisition and fire station construction. If the fire station is ultimately located on Segerstrom Home Ranch, the development agreement allows for transfer of development rights (building square footage and trip budget) to the balance of the Home Ranch project.





## LEGEND

- Project Entry
- ★ Pedestrian Directional Signage
- ➔ Pedestrian Linkage
- Bikeway
- ..... Freeway Ramp
- ==== Enhanced Pedestrian Walkway

Note: The information provided in graphic form is intended to be illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.

## AREA 2 - METRO POINTE Development Summary

Total Area: 34 Acres  
General Plan: Urban Center Commercial  
Zoning: PDC

Maximum Intensity: 0.50 Retail/0.60 Office  
(Development Agreement allows 0.48 for Phases 2 & 3)

Maximum Square Footage: Phase 1 - 80,000 sf of office  
Phases 2 & 3 - 592,287 sf

Trip Budget: Phase 1 - 98 a.m. peak hour trips  
131 p.m. peak hour trips  
Phases 2 & 3 - 729 a.m. peak hour trips  
965 p.m. peak hour trips

Maximum Building Height: 2 stories/30 feet (north of South Coast Drive)  
6 stories/90 feet (south of South Coast Drive)



Figure 12

## **AREA 2- METRO POINTE**

### **Existing Land Uses**

This 34-acre site contains the Metro Pointe development, which is owned by one property owner and leased on a long-term basis to Arnel Development Company. Existing land uses of this phased development include four office buildings with a total of 289,000 square feet of floor area. This development is composed of four phases, of which Phase 1 is completed and Phase 2 is partially completed. A development agreement governs the development of Phases 2 and 3 only. The agreement allows the construction of 1.285 million square feet of office and commercial development. Approximately 7 acres (Phase 4) are vacant and not governed by the development agreement. If Phase 4 were developed as retail, the maximum square footage would be 153,000; if it were developed as office, approximately 183,000 square feet would be allowed by the General Plan.

In 1994, City Council approved a revised development plan and development agreement for Metro Pointe that resulted in a significant decrease in the amount of development that was anticipated for the property south of South Coast Drive. Phases 2, 3, and 4 were reconfigured into Phases 2 and 3. The overall floor area ratio for the project, south of South Coast Drive, was established at 0.48. The master plan for this area allows 196,687 square feet of office buildings and 395,600 square feet of retail uses. As of June 2002, all but 12,000 square feet of restaurant uses had been developed.

### **General Plan and Zoning**

This site is designated Urban Center Commercial by the General Plan and is zoned PDC. The 2000 General Plan established the following trip budget for Metro Pointe:

Phase 1	98 a.m. peak hour trips
	131 p.m. peak hour trips
Phases 2 and 3	729 a.m. peak hour trips
	965 p.m. peak hour trips

### **Land Use Compatibility/Integration**

The remaining undeveloped portion of Metro Pointe is anticipated for office and commercial development, which are suitable for this area due to the proximity of the I-405 and Bear Street.

A key asset to this location is the proximity of South Coast Plaza and Crystal Court. Pedestrian linkages to both of these areas are essential to the integration of these major and complementary land uses, therefore internal pedestrian paths should connect with the public sidewalks on South Coast Drive. Enhanced public sidewalk design along South Coast Drive as it approaches Bear Street could include wider sidewalks that are tree lined.

Improvements to the intersection area of Bear Street and South Coast Drive currently include enlarged and enhanced pavement treatment, and entry monument signing coupled with landscaping for Metro Pointe. Pedestrian oriented directional signage should be added to this intersection area. This signage should provide direction and identification of Metro Pointe, Crystal Court and South Coast Plaza.





### **Building Heights**

Building heights shall be a maximum of 30 feet (approximately 2 stories) north of South Coast Drive, and 90 feet (approximately 6 stories) south of South Coast Drive.

### **Circulation**

The Master Plan of Highways includes a new off-ramp from the I-405 to South Coast Drive. In addition, Figure 9 indicates the potential for an urban rail station and route alignment along Bear Street in the vicinity of the I-405. The new off-ramp at South Coast Drive is now complete and operational.



### **AREA 3- SOUTH COAST PLAZA**

#### **Existing Land Uses**

This 115-acre area contains two large regional shopping centers, South Coast Plaza. The primary property owner is C.J. Segerstrom and Sons.

#### **General Plan and Zoning**

South Coast Plaza is designated as Regional Commercial by the General Plan and is zoned PDC. The maximum FAR for South Coast Plaza (east) is 0.652 with a corresponding square footage of 2.75 million square feet of building; the trip budget is 1,166 a.m. peak hour trips and 5,036 p.m. peak hour trips. The portion of South Coast Plaza located west of Bear Street has a maximum FAR of 0.89 and a trip budget of 293 a.m. peak hour trips and 1,264 p.m. peak hour trips.

#### **Land Use Compatibility/Zoning**

Any future expansion of South Coast Plaza should be of a scale and character that is similar to what currently exists and should be physically linked to the shopping mall.

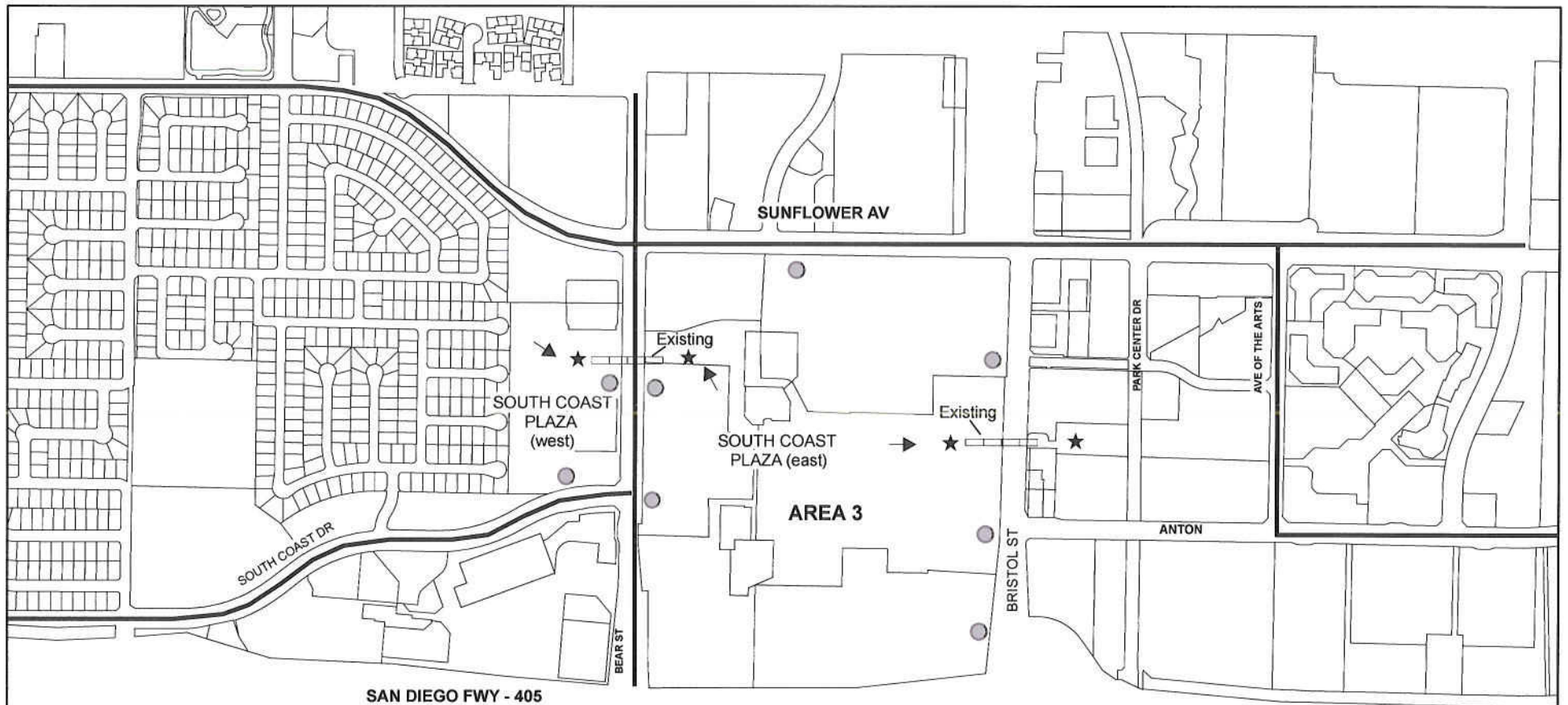
The pedestrian bridge constructed across Bear Street links the two sides of the shopping plaza, and encourages walking between Metro Pointe and South Coast Plaza. This pedestrian bridge also serves to enhance the physical tie with SCP Town Center. Pedestrian-oriented directional signage should be placed at both the bridge on the east side of South Coast Plaza, as well as at this bridge.

#### **Building Heights**

Building heights shall be limited to 85 feet (approximately 4 stories).

#### **Circulation**

Located at South Coast Plaza (west) is a park-and-ride. Caltrans leases 50 parking spaces on the top deck of the parking structure. The Master Plan of Bikeways includes a new bikeway along Sunflower Avenue. Figure 9 indicates two urban rail alternatives that include route alignments and potential station locations that would affect this subarea.



### AREA 3 - SOUTH COAST PLAZA Development Summary

Total Area: 115 Acres  
 (97 acres - South Coast Plaza East  
 18 acres - South Coast Plaza West)

General Plan: Regional Commercial  
 Zoning: PDC

Maximum Intensity: 0.652 FAR - South Coast Plaza (east)  
 0.89 FAR - South Coast Plaza (west)

Maximum Square Footage: 2,750,000 sf - South Coast Plaza (east)  
 690,350 sf - South Coast Plaza (west)

Trip Budget:  
 South Coast Plaza (east) - 1,166 a.m. peak hour trips  
 5,036 p.m. peak hour trips  
 South Coast Plaza (west) - 293 a.m. peak hour trips  
 1,264 p.m. peak hour trips

Maximum Building Height: 4 stories/85 feet

### LEGEND

- Project Entry
- ★ Pedestrian Directional Signage
- ➔ Pedestrian Linkage
- Bikeway
- - - Pedestrian Overpass

Note: The information provided in graphic form is intended to be illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.



Figure 13



## **AREA 4- SOUTH COAST PLAZA TOWN CENTER**

### **Existing Land Uses**

This 54-acre area is commonly referred to as South Coast Plaza Town Center (SCPTC), and it contains a variety of commercial, entertainment, and high-rise office uses, including the Orange County Performing Arts Center. The approval of GP-00-02 resulted in a maximum non-residential building intensity of 4,161,813 square feet.

The primary entry street into SCPTC is Anton Boulevard, which also serves as the circulation backbone. Many of the existing developments along Anton Blvd. between Bristol Street and Sakioka Drive are oriented to the pedestrian, thereby encouraging walking. An extensive greenbelt/pathway system within the SCPTC's core also links the various buildings and uses. In order to facilitate foot traffic to and from South Coast Plaza, the Unity Bridge, has been constructed across Bristol Street.

### **General Plan and Zoning**

This site is designated Cultural Arts Center by the General Plan and the corresponding zoning is TC. The maximum FAR is 1.77 for the entire project area; this corresponds to a maximum non-residential building square footage of 4,161,813. The non-residential trip budget for this area is 5,180 a.m. peak hour trips and 6,632 p.m. peak hour trips. The FAR for specific non-residential developments or ownership parcels may exceed the maximum of 1.77, provided that the maximum allowable FARs shown in Table 5A for each sub-area are not exceeded.

In 2007, General Plan Amendment (GP-06-02) was approved to allow 535 high-rise/high-density residential units in specific locations in South Coast Plaza Town Center. Table 5A indicates the maximum number of units for each sub-area and the corresponding trip budget associated with the residential uses. See following sub-areas discussion for additional discussion.

### **Sub-Areas**

The SCPTC was divided into three sub-areas in conjunction with the approval of GP-00-02. These three sub-areas are under separate ownership. Provided in Table 5A is a statistical summary of the maximum floor area ratio, building square footage, and trip budgets for each sub-area. Figure 14A illustrates the boundaries of the sub-areas.

To facilitate flexibility within a sub-area, building square footages may be transferred, provided that the total building square footage, floor area ratio, and trip budget for the affected sub-area are not exceeded as delineated in Table 5A. Transfers between any of the sub-areas are not permitted.



Table 5A- South Coast Plaza Town Center Sub-Area Statistics North Costa Mesa Specific Plan					
	Maximum Allowable Non-Residential FAR	Maximum Non-Residential Building Square Footage	Maximum Allowable Number of High-Rise Residential Units	Maximum A.M. Peak Hour Trip Budget	Maximum P.M. Peak Hour Trip Budget
<b>Pacific Arts Plaza Sub-Area 1 (18.19 acres)</b>					
Option 1	1.46 <sup>1,2</sup>	1,160,528 sq. ft. <sup>2</sup>	180	2,111 <sup>3</sup>	2,150
Option 2	1.55 <sup>1</sup>	1,227,978 sq. ft.	0	2,133	2,150
<b>Segerstrom Center for the Arts Sub-Area 2 (11.21 acres)</b>					
	1.67 <sup>5</sup>	815,285 sq. ft.	80	283	1,029
<b>Segerstrom Town Center Sub-Area 3 (24.5 acres)</b>					
Option 1	1.88 <sup>2</sup>	2,015,195 sq. ft. <sup>2</sup>	275	2,729 <sup>3</sup>	3,453
Option 2	1.98	2,118,550 sq. ft.	0	2,764	3,453
<b>TOTAL SOUTH COAST PLAZA TOWN CENTER</b>					
Option 1	1.70 <sup>2</sup>	3,991,008 sq. ft. <sup>2</sup>	535	5,123 <sup>3</sup>	6,632
Option 2 <sup>4</sup>	1.77 <sup>5</sup>	4,161,813 sq. ft.	80	5,180	6,632
<ol style="list-style-type: none"> <li>1. Maximum floor area ratio calculation includes land dedicated or reserved for right-of-way for the Avenue of the Arts off-ramp and associated flood control improvements.</li> <li>2. This maximum FAR and building square footage may be increased to no more than the Option 2 FAR and building square footage in direct relation to the decrease in the maximum number of high-rise residential units.</li> <li>3. This maximum peak hour trip budget may be increased to no more than the Option 2 peak hour trip budget in direct relation to the decrease in the maximum number of high-rise residential units.</li> <li>4. This alternative includes the 80 high-rise residential units associated with the museum site in Segerstrom Center for the Arts Sub-Area 2.</li> <li>5. This maximum FAR may not be increased if the 80-unit residential component is not constructed in conjunction with art museum/art academy in Sub-Area 2.</li> </ol>					

**Pacific Arts Plaza Sub-Area 1:** GP-06-02 amended the 2000 General Plan to allow high-rise/high-density residential units in the Cultural Arts Center land use designation. In this sub-area, 180 residential high-rise residential units may be constructed at the southwest corner of Park Center Drive and Anton Boulevard in conjunction with the demolition of the existing office building. This would result in a maximum non-residential floor area ratio of 1.46 with a maximum number of 180 high-rise residential units on 1.3 acres that equals 138 units per acre (Option 1 shown in Table 5A). This maximum non-residential FAR and building square footage may be increased to no more than the Option 2 non-residential FAR of 1.55 and associated building square footage in direct relation to the decrease in the maximum allowable number of high-rise residential units.

Should the property owner determine not to develop the high-rise residential option, the maximum allowable non-residential square footage for this sub-area is 1,227,978 square feet with a corresponding FAR of 1.55; see Option 2 in Table 5A.

For both Options 1 and 2, Table 5A indicates the a.m. and p.m. trip budgets, maximum number of dwelling units, maximum non-residential building square footage and associated floor area ratio.

As shown in Table 5A, the Option 1 a.m. trip budget may be adjusted to be no more than the Option 2 a.m. trip budget in direct relation to the decrease in the maximum allowable number of dwelling units. Unbuilt entitlements for this sub-area are shown in Table 5B and Figure 14A.

**Seegerstrom Center for the Arts Sub-Area 2:** GP-06-02 amended the 2000 General Plan to allow high-rise/high-density residential units in the Cultural Arts Center land use designation. In this sub-area, 80 residential high-rise residential units may be constructed at the vacant southwest corner of Avenue of the Arts and the Pedestrian Plaza in conjunction with the new art museum/academy building. For this sub-area, the maximum allowable floor area ratio is 1.67 and the maximum allowable number of dwelling units is 80 units. Unlike, Sub-Areas 1 and 3, if the 80-unit residential component is not constructed in conjunction with the art museum/academy or fewer than 80 units are constructed, then the maximum allowable non-residential floor area ratio for this sub-area will not increase proportionately. The trip budget for this sub-area is 283 a.m. peak hour trips and 1,029 p.m. peak hour trips. Unbuilt entitlements for this sub-area are shown in Table 5B and Figure 14B.

**Seegerstrom Town Center Sub-Area 3:** GP-06-02 amended the 2000 General Plan to allow high-rise/high-density residential units in the Cultural Arts Center land use designation. In this sub-area on 3.3 acres, a mixed-use development composed of 233,170 square feet of office and 225 high-rise residential units may be constructed at the southeast corner of Bristol Street and Sunflower Avenue in conjunction with the demolition of an existing office building. Another mixed-use development composed of a 200-room hotel and 50 high-rise residential units may be constructed at the northeast corner of Bristol Street and Town Center Drive in conjunction with the demolition of two existing theaters. This would result in a maximum non-residential FAR of 1.88 with a maximum number of 275 high-rise residential units (Option 1 in Table 5A) in this sub-



area. This maximum non-residential FAR and building square footage may be increased to no more than the Option 2 non-residential FAR of 1.98 and associated building square footage in direct relation to the decrease in the maximum allowable number of high-rise residential units.

Should the property owner determine not to develop the high-rise residential option, the maximum allowable non-residential building square footage for this sub-area would be 2,118,550 square feet with a corresponding FAR of 1.98. This is the Option 2 development scenario shown in Table 5A and Figure 14A.

For both Options 1 and 2, Table 5A indicates the a.m. and p.m. trip budgets, maximum number of dwelling units, maximum non-residential building square footage, and associated floor area ratio.

As with the maximum FAR and building square footage, the Option 1 a.m. trip budget may be adjusted to be no more than the Option 2 a.m. trip budget in direct relation to the decrease in the maximum allowable number of dwelling units. Unbuilt entitlements for this sub-area are shown in Table 5B.

Table 5B and Figure 14A provide further detail of the anticipated development within each of the three sub-areas. Precise building uses, locations, and square footages will be determined in conjunction with final master plan approvals for the SCPTC.

### **Land Use Compatibility/Integration**

The remaining 1.64-acre parcel located adjacent to the Segerstrom Concert Hall on Avenue of the Arts is in a well-defined urban area. A 140,000 square-foot museum and 80 high-rise residential units are approved for this site. The Orange County Performing Arts Center, South Coast Repertory, Renée and Henry Segerstrom Concert Hall, Samueli Theater, and Plaza Tower are also in the immediate vicinity. Future development of the museum site should be complementary to these surrounding developments, and where possible, linked physically by sidewalks and open space/greenbelts. Anticipated development for this area is detailed in Table 5B and Figure 14A. Street level and pedestrian appeal should also be taken into account during site design. The site design should also consider The Lakes apartments located across Avenue of the Arts, so as to not cause significant shade or shadow impacts.

Pedestrian-oriented directional signage should be added within the existing 3-acre open space easement in Town Center. Signage should be placed at key entry points, particularly adjacent to the hotel, to guide pedestrians to the various attractions.

### **Building Heights**

Building heights shall be limited to 315 feet above grade level. Buildings above 173 feet above grade level in height will require a Federal Aviation Agency (FAA) determination of no hazard.



SUNFLOWER AV

BRISTOL ST

AREA 4

AVE OF THE ARTS

SAKIOKA DR

ANTON BL

PARK CENTER DR

SAN DIEGO FWY - 405

## LEGEND

-  California Scenario Plaza
-  Pedestrian Zone
-  Park/Greenbelt
-  Pedestrian Linkage
-  Pedestrian Directional Signage
-  Freeway Ramp
-  Bikeway
-  Pedestrian Overpass

## AREA 4 - SOUTH COAST PLAZA TOWN CENTER Development Summary

Total Area: 54 Acres

General Plan: Cultural Arts Center

Zoning: TC

Maximum Intensity: 1.77 Floor Area Ratio

Maximum Square Footage: see text

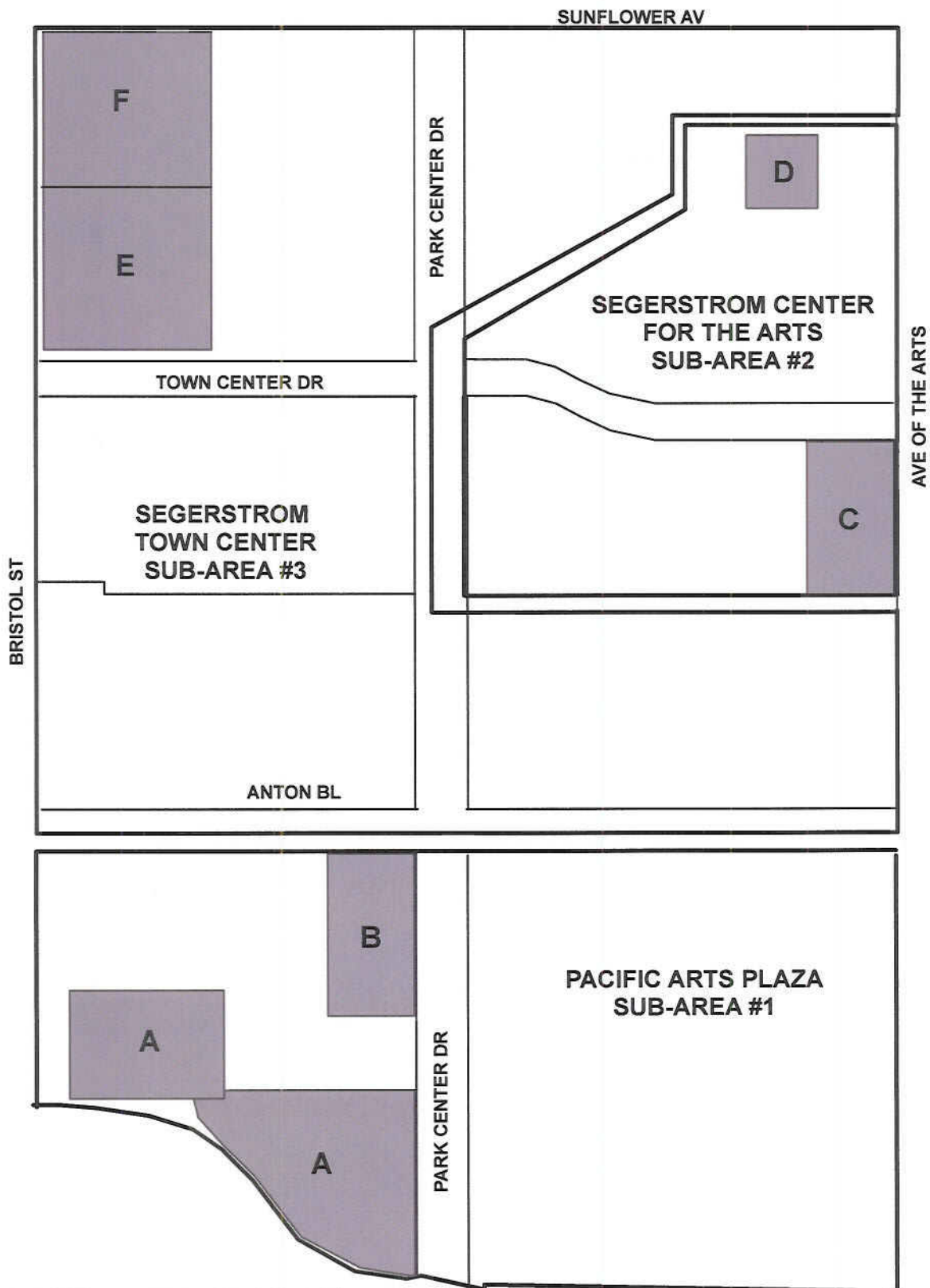
Trip Budget: see text

Maximum Building Height: 315 feet above grade level



Note: See Figure 9 for Urban Rail information.

Figure 14



## LEGEND



Future Development Area

Note: See Table 5B for project information.

## South Coast Plaza Town Center Conceptual Location of Future Projects



Figure 14A





Table 5B- Statistical Summary of Unbuilt SCPTC Components as of 2006 North Costa Mesa Specific Plan				
Map Key	Unbuilt Entitlements Approved prior to 2006	Slated for Demolition (sq. ft.)	New Construction Approved in 2006 (GP-06-02)	Maximum Building Height (above grade level)
<b>Pacific Arts Plaza Sub-Area 1</b>				
A.	400,000 sq. ft./18-story office and associated parking structure	1 theater (19,200 sq. ft.) and parking structure	400,000 sq. ft of office and associated parking structure	315 ft. agl
B.	None	67,450 sq. ft. office	180 high-rise residential units	315 ft. agl
<b>Segerstrom Center for Arts Sub-Area 2</b>				
C.	Art Museum/Academy 140,000 sq. ft.	None	Art Museum/Academy 140,000 sq. ft. and 80 high-rise residential units in a mixed-use development	315 ft. agl
D.	OCPAC Expansion	None	65,000 sq.ft. (1,000 seats)	315 ft. agl
<b>Segerstrom Town Center Sub-Area 3</b>				
E.	Hotel-200-key (220,000 sq. ft.)	2 theaters (31,500 square feet)	200-key hotel (220,000 sq. ft.) and a maximum of 50 high-rise residential units in a mixed-use development	315 ft. agl
F.	Office 336,525 sq. ft.	84,025 sq. ft. office building	A. 336,525 sq. ft. office <b>OR</b> B. No less than 233,170 sq. ft. office and no more than 225 residential high-rise units in a mixed-use development.	315 ft. agl
Source: City of Costa Mesa May 2006				



## **Circulation**

The street network for this sub-area is in place. However, the Master Plan of Bikeways indicates a new bikeway on Avenue of the Arts and Sakioka Drive. The widening of the Bristol Street interchange with the I-405 is completed. Figure 9 indicates one urban rail alignment to the east of the project site.

## **Parks and Recreation**

As stated in Section 2, Development Setting, the 3-acre open space/greenbelt easement boundaries were reconfigured and slightly expanded in 2001. In addition, it was secured as part of GP-00-02, as a permanent private open space area in Segerstrom Town Center and Segerstrom Center for the Arts. Also, in conjunction with the Pacific Arts Plaza approval of GP-00-02, the property owner is to preserve and maintain the California Scenario sculpture garden substantially in accordance with its existing configurations and function, commencing immediately and continuing for the useful life of the existing office buildings adjacent to the garden.

In conjunction with high-rise residential projects, private on-site recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, rooftop, and/or on a podium.

## **Theater and Arts District Plan**

A Theater and Arts District (TAD) Plan was prepared in conjunction with the development of Town Center. The TAD Plan details the strategy to foster and enhance a unified look and feel for the area. Entry and monument signs, and other signs identifying the Theater and Arts District prominently include the name of the City. The plan addresses public access and parking fee restrictions for SCPTC parking structures for patrons of the cultural arts facilities, and the financing mechanisms for public street amenities. The TAD Plan is included as Appendix D.

## **Parking**

Although the project area is composed of multiple ownerships, the parking demand analysis for SCPTC has always considered the project as a single development. Specifically, parking need not be located on the same parcel as the building for which it is required; all parking facilities are to be available to employees and visitors of all South Coast Plaza Town Center uses. Consistent with the historical analysis of parking demand for this project, any future parking studies need to continue to examine the South Coast Plaza Town Center as a single project.

Persons who are residents of the City of Costa Mesa attending a cultural arts venue during evenings (after 6 p.m.) or on weekends shall be provided a discount of fifty



percent (50%) off the price for parking otherwise applicable to the general public. For the high-rise residential units, the following parking rate range shall be appropriately applied to the residential development in conjunction with approval of any residential final master plan. The parking rate shall take into consideration the shared parking arrangements that exist in the South Coast Plaza Town Center.

Tenants: 1.5 to 2.0 parking spaces per unit

Guests: 0.5 parking spaces per unit for the first 50 units and 0.25 parking spaces for each unit above 50.

Furthermore in the final master plan for any high-rise residential development, consideration may be given to the feasibility of valet parking, tandem parking, and mechanical lift parking devices in order to fully meet the residential parking demands.





## **AREA 5- THE LAKES**

### **Existing Land Uses**

This 27-acre area contains two hotels (492 rooms), the low-rise Lakes apartment/condominium complex (770 units), and The Lakes retail center (20,400 square feet). This area, located adjacent to the South Coast Plaza Town Center, is in multiple ownership and is nonconforming in terms of what is allowed by the General Plan. A prominent feature of this development is the lake, which is centrally located. The lake is surrounded by pedestrian paths which are linked to the public sidewalks.

### **General Plan and Zoning**

This site is designated High Density Residential by the General Plan and is zoned PDR-HD. The maximum density is 20 dwelling units per acre. Site-specific residential densities have been approved for the following sites within the Lakes area.


- **Californian at Town Center at 580 Anton Boulevard:** In 2007, General Plan Amendment (GP-06-02) was approved, and it consisted of a site-specific density increase for the 2-acre retail site to 125 units/acre. This equates to a maximum of 250 units on the site. Additionally, approximately 2,350 square feet of resident-serving commercial/retail uses that are integrated into the high-rise residential development are permitted provided that through the final master plan review process, the applicant can demonstrate the minimal traffic-generation characteristics of this type of retail use.
- **Wyndham Hotel site at 3350 Avenue of the Arts:** In 2007, General Plan Amendment (GP-06-03) was approved for a 3-acre site located at 3350 Avenue of the Arts. This approval consisted of a site-specific density of a maximum of 44 units/acre for a mixed-use development comprised of a boutique hotel and high-rise residential building. Additionally, approximately 1,740 sq.ft. of retail space and 3,450 sq.ft. for a bar/lounge that are integrated into the high-rise residential development are permitted provided that through the final master plan review process, the applicant can demonstrate the minimal traffic-generation characteristics of this type of retail use.

### **Land Use Compatibility/Integration**

The future redevelopment of the retail portion of this property to high-rise residential should consider the pedestrian traffic on Avenue of the Arts and Anton Boulevard, and maintain internal pedestrian linkages to other developments in the block. Pedestrian-oriented directional signage should be placed in proximity to the two hotels (one on Avenue of the Arts and the other on Anton Boulevard).



## LEGEND

-  Lake
-  Pedestrian Zone
-  Project Entry
-  Pedestrian Directional Signage
-  Pedestrian Linkage
-  Freeway Ramp
-  Bikeway
-  Future Collector Street

Note: The information provided in graphic form is intended to be illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.

### AREA 5 - THE LAKES Development Summary

Total Area: 27 Acres  
General Plan: High Density Residential  
Zoning: PDR-HD

Maximum Intensity: see text

Maximum Building Height: see text



Figure 15



**Building Heights**

Mid-rise Residential apartments/condominiums: 90 feet above grade level (approximately 6 stories).

Commercial Uses (hotels and retail): 110 feet above grade level (approximately 11 stories).

High-rise Residential condominiums: 280 feet above grade level (approximately 26 stories inclusive of roof-top terraces).

Building heights shall be limited to 280 feet above grade level for high-rise residential buildings in the Lakes area. Buildings above 173 feet above grade level in height will require a Federal Aviation Agency (FAA) determination of no hazard.

Pursuant to Specific Plan Amendment SP-07-01, a site-specific building height of 270 feet above grade level (304 feet above mean sea level) is allowed for the Wyndham Hotel site at 3350 Avenue of the Arts, contingent upon a valid and current FAA determination of no hazard.

**Open Space, Parks, and Recreation**

The lake shall remain as a permanent open space feature that benefits this entire area.

In conjunction with the development of the high-rise residential condominiums, private on-site outdoor recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, roof top, and/or on a podium. Amenities located above the ground level may be used to meet the minimum open space requirements of the Planned Development Residential zone.

**Parking**

For the high-rise residential units, the following parking rate range shall be appropriately applied to the residential development in conjunction with approval of any residential final master plan.

Tenants: 1.5 to 2.0 parking spaces per unit

Guests: 0.5 parking spaces per unit for the first 50 units and 0.25 parking spaces for each unit above 50.

Furthermore in the final master plan for any high-rise residential development, consideration may be given to the feasibility of valet parking, tandem parking, and mechanical lift parking devices in order to fully meet the residential parking demands.





## Circulation

The street network for this sub-area is in place. The Master Plan of Bikeways indicates a bike lane on Avenue of the Arts and Sunflower Avenue.

Figure 9 indicates one urban rail alignment alternative that follows Anton Boulevard.

## Nonconformity

In the event of voluntary demolition of either of the existing hotel buildings, the property owner may be allowed to redevelop to square footage indicated below:

<u>ADDRESS</u>	<u>EXISTING SQUARE FOOTAGE</u>	<u>REDEVELOPMENT POTENTIAL FOR NON-RESIDENTIAL FOOTAGE (SQUARE FEET)<sup>1</sup></u>
500 Anton Boulevard	176,300	60,000
3350 Avenue of the Arts	272,000	60,000

The open space/lake area shall also remain as open space.

**The Lakes Apartments/Condominium Complex:** In terms of redeveloping the 770 apartments/condominiums in the event of voluntary destruction, the General Plan allows 20 units per acre plus a 50% density incentive bonus for a maximum density of 30 dwelling units per acre. This equals 567 dwelling units (on 18.90 acres), which is 203 units fewer than what exists currently.

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<sup>1</sup> The square footage is derived by multiplying the parcel size by the maximum density (20 units/acre) and assuming that each dwelling unit is equivalent to 1,000 square feet of commercial development.

**The Wyndham Hotel site:** In 2007, Specific Plan Amendment (SP-07-01) was approved for the 3-acre site. The Specific Plan Amendment includes a development option that would allow a mixed-use development consisting of a 200-room boutique hotel and 120-unit high-rise building with approximately 1,740 sq.ft. of retail space and 3,450 sq.ft. for a bar/lounge. This would result in a maximum nonresidential floor area ratio of 2.12 FAR with a maximum 120 dwelling units.

Development Option	Maximum No. of Hotel Rooms	Maximum Allowable Non-Residential FAR	Maximum Allowable Number of High-Rise Residential Units
Option 1	200 rooms	2.12 FAR	120 units

The Specific Plan allows development flexibility with regard to the overall mix of hotel rooms and residential units. This is subject to compliance with all of the following conditions through the final master plan review process:

- The applicant can demonstrate traffic-generation characteristics comparable to Option 1.
- Development may be allowed up to a combined maximum of 320 hotel rooms/dwelling units, provided that the maximum number of hotel rooms in the mixed-use development does not exceed 200 rooms.
- The maximum FAR may be increased to no greater than 2.12 FAR in direct relation to the reduction of the residential density from 44 du/acre;
- The maximum allowable number of high-rise residential units may be increased to no greater than 132 units (44 du/acre) in direct relation to the reduction of the nonresidential FAR from 2.12 FAR.
- The 238 existing hotel rooms may be reduced to allow additional residential units, but any increase in the number of existing hotel rooms is prohibited.

As shown above, if the property owner decides not to develop the high-rise residential option and voluntarily demolishes the hotel instead, the maximum allowable nonresidential square footage would remain at 2.08 FAR with a redevelopment potential of 60,000 sq.ft.



## **AREA 6- SOUTH COAST METRO CENTER**

### **Existing Land Uses**

In 2006, this approximate 45-acre area was developed with several office buildings, a health club, restaurants, and retail uses. At one time, the entire South Coast Metro Center was owned by one property owner (Sakioka Farms) and was leased on a long-term basis to various other parties. In the early 2000s, there was a change of ownership and operation of the area, and it is now owned and managed by several different parties. Some parcels are owned in fee, while others are owned by the Sakioka family and leased on a long-term basis to others. For planning purposes only, this area has been broken into four different sub-areas, as described in the following discussions, and shown in Table 6A and on Figure 16a.

### **General Plan and Zoning**

The site is designated Urban Center Commercial by the General Plan and is zoned PDC

In 2000, a site-specific FAR of 0.79 was adopted for this area to allow a maximum square footage of 1,546,180 of non-residential development on the total site area of 44.97 acres (this is the net acreage of the site after all necessary dedications for public improvements).

When the 2000 General Plan was adopted in 2002, the trip budget for South Coast Metro Center was established as 1,886 a.m. peak hour trips and 1,994 p.m. peak hour trips for a strictly non-residential development project.

In 2007, General Plan Amendment (GP-06-02) was approved, and it consisted of a site-specific high-rise residential development option on a 4.86-acre portion of Area 6 (Sub-Area 1) at a density of 100 units per acre with 6,000 square feet of integrated ancillary retail uses. Additionally, for this residential development option, the Area 6 trip budget was modified to 1,931 a.m. peak hour trips and 1,976 p.m. peak hour trips.

See the following section for a discussion of the four sub-areas and the corresponding allocation of the floor area ratio, dwelling units, trip budget, and building square footages.

### **Sub-Areas**

The South Coast Metro Center was divided into four sub-areas in conjunction with the approval of GP-06-02. These four sub-areas are under separate ownership and management. Provided in Table 6A is a statistical summary of the maximum floor area ratio, maximum number of residential units, and trip budgets for each sub-area. Figure 16a illustrates the boundaries of the sub-areas.

To facilitate flexibility within a sub-area, building square footages may be transferred, provided that the total building square footage, number of units, floor area ratio, and trip budget for the affected sub-area are not exceeded as delineated in Table 6A. Transfers between the sub-areas are not permitted.



**Sub-Area 1:** GP-06-02 amended the 2000 General Plan to create a site-specific residential density of 100 units/acre in the Urban Center Commercial land use designation for this 4.86-acre sub-area with a maximum of 484 residential units. In this sub-area, the 484 high-rise residential units and 6,000 square feet of ancillary retail, known as Symphony Towers, may be constructed at the southeast corner of Avenue of the Arts and Anton Boulevard in conjunction with the demolition of two existing restaurants and the relinquishment of a 300-room hotel (200,950 square feet) entitlement. This would result in a maximum non-residential floor area ratio of 0.03 with a maximum number of 484 high-rise residential units at 100 units per acre (Option 1 in Table 6A).

Should the property owner determine not to develop any or only a portion of the high-rise residential option, then the unbuilt residential uses may be converted to a corresponding non-residential development provided that the maximum allowable non-residential building square footage, floor area ratio, and trip budget are not exceeded for the Option 2 development scenario shown in Table 6A. The Option 2 development scenario represents the maximum amount of non-residential building square footage allowed for this sub-area, which is 216,794 square feet. It is anticipated that this development option would be composed of a 300-room hotel (200,950 square feet) and 15,844 square feet of restaurant uses.

For both Options 1 and 2, Table 6A indicates the a.m. and p.m. trip budgets, maximum number of dwelling units, maximum non-residential building square footage, and associated maximum floor area ratio.

The maximum building height is 306 feet above grade level for Option 1 and 180 feet above grade level for Option 2.

**Sub-Area 2:** For this 2.57-acre sub-area, the maximum allowable building square footage is 4,000 square feet with a corresponding maximum allowable floor area ratio of 0.036. In 2006, this sub-area was developed with a multi-tenant retail building (545 Anton Boulevard).

The maximum building height is 180 feet above grade level. The a.m. and p.m. peak hour trip budget is shown in Table 6A.

**Sub-Area 3:** In 2000, GP-99-06 was approved for this 19.5-acre sub-area with a maximum building square footage of 525,000 in four buildings for Experian Information Solutions (475 Anton Boulevard). The corresponding maximum allowable floor area ratio is 0.62. In 2006, the final building was approved for construction. The maximum building height for this sub-area is 180 feet above grade level. The a.m. and p.m. peak hour trip budget is shown in Table 6A.

**Sub-Area 4:** For this 18.06-acre site the maximum allowable floor area ratio is 1.02 (800,386 square feet of building area). In 2006, this sub-area was built-out with:

Three Office buildings (535, 555, 575 Anton) – 749, 230 square feet

One Health Club (589 Anton) - 51,156 square feet

The maximum building height is 180 feet above grade level. The a.m. and p.m. peak hour trip budget is shown in Table 6A.

Table 6A- South Coast Metro Center Sub-Area Statistics North Costa Mesa Specific Plan					
	Maximum Allowable Non-Residential FAR	Maximum Non-Residential Building Square Footage	Maximum Allowable Number of High-Rise Residential Units	Maximum A.M. Peak Hour Trip Budget	Maximum P.M. Peak Hour Trip Budget
<b>Sub-Area 1 (4.86 acres)</b>					
Option 1	0.03 <sup>1</sup>	6,000 sq. ft. <sup>1</sup>	484	227	290 <sup>1</sup>
Option 2	1.0	216,794 sq. ft.	0	182	308
<b>Sub-Area 2 (2.57 acres)</b>					
	0.036	4,000 sq. ft.	0	5	14
<b>Sub-Area 3 (19.48 acres)</b>					
	0.62	525,000 sq. ft.	0	752	704
<b>Sub-Area 4 (18.06 acres)</b>					
	1.02	800,386 sq. ft.	0	947	968
<b>TOTAL SOUTH COAST METRO CENTER (44.97 acres)</b>					
Option 1	0.69 <sup>2</sup>	1,335,386 sq.ft. <sup>2</sup>	484	1931	1976 <sup>2</sup>
Option 2	0.79	1,546,180 sq.ft.	0	1886	1994
<p>1. This maximum may be increased to no more than the Option 2 maximum for this sub-area in direct relation to the decrease in the maximum number of high-rise residential units. See text for Sub-Area 1 for additional information.</p> <p>2. This maximum may be increased to no more than the Option 2 maximum for the total area in direct relation to the decrease in the maximum number of high-rise residential units in Sub-area 1.</p>					



## Land Use Compatibility/Integration

The South Coast Metro Center was planned as an integrated mixed-use office project, including three high-rise office buildings, a four-building office campus, free-standing restaurants and a support retail building, a hotel, and a fitness center in 1999. Subsequent to this initial plan, the easterly 19.5 acres were sub-leased to Experian Information Solutions (Sub-Area 3). The office campus planned for this portion of the site has been developed as Experian's world headquarters and will ultimately contain 525,000 square feet of floor area. Although this area will be developed separately from the balance of the South Coast Metro Center, it is included within the Specific Plan Area 6 planning unit to maintain consistency with past general and specific plan efforts.

The further development of this site will result in the continuation of the pedestrian zone on Anton Boulevard, which is primarily located between Bristol Street and Sakioka Drive on both sides of the street. New high-rise residential, commercial and office buildings are encouraged to be located along the Anton frontage in order to enhance and strengthen the pedestrian zone. Although the Experian site will be developed as a stand-alone development, an internal pedestrian connection is provided as a linkage to the balance of the South Coast Metro Center.

Encroachment into the building setback area on Anton Boulevard for commercial or mixed-use developments can be considered based on how well the project design accommodates pedestrians and if the parking areas and/or structures are located behind the commercial or mixed-use building(s). Parking areas shall not be allowed to encroach into the street setback, unless they are tucked under the commercial or mixed-use development.

The internal pedestrian paths should be conveniently linked to Anton Boulevard. Pedestrian-oriented directional signage should also be provided; the signage would identify key attractions in the plan area. Parking lots/structures are encouraged to be located along the southern and western edges of the site adjacent to the I-405 and on and off ramps, and not adjacent to Anton Boulevard. Shade and shadow impacts for buildings in excess of 2 stories should also be considered.

## Building Heights

Building heights shall be limited to 180 to 306 feet above grade level, as shown in Table 6B. Buildings above 173 feet above grade level in height will require a Federal Aviation Agency (FAA) determination of no hazard.

Commercial or mixed-use developments that are allowed to encroach into the street setback of Anton Boulevard shall be limited to 2 stories/30 feet above grade level within the street setback.



Table 6B- South Coast Metro Center Maximum Building Heights North Costa Mesa Specific Plan	
Sub-Area 1	
Option 1	306 feet above grade level
Option 2	180 feet above grade level (approximately 12 stories)
Sub-Areas 2, 3, and 4	
	180 feet above grade level (approximately 12 stories)

### Parks and Recreation

In conjunction with the development of the high-rise residential condominiums, private on-site recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, roof top, and/or on a podium.

### Parking

For the high-rise residential units, the following parking rate range shall be appropriately applied to the residential development in conjunction with approval of any residential final master plan.

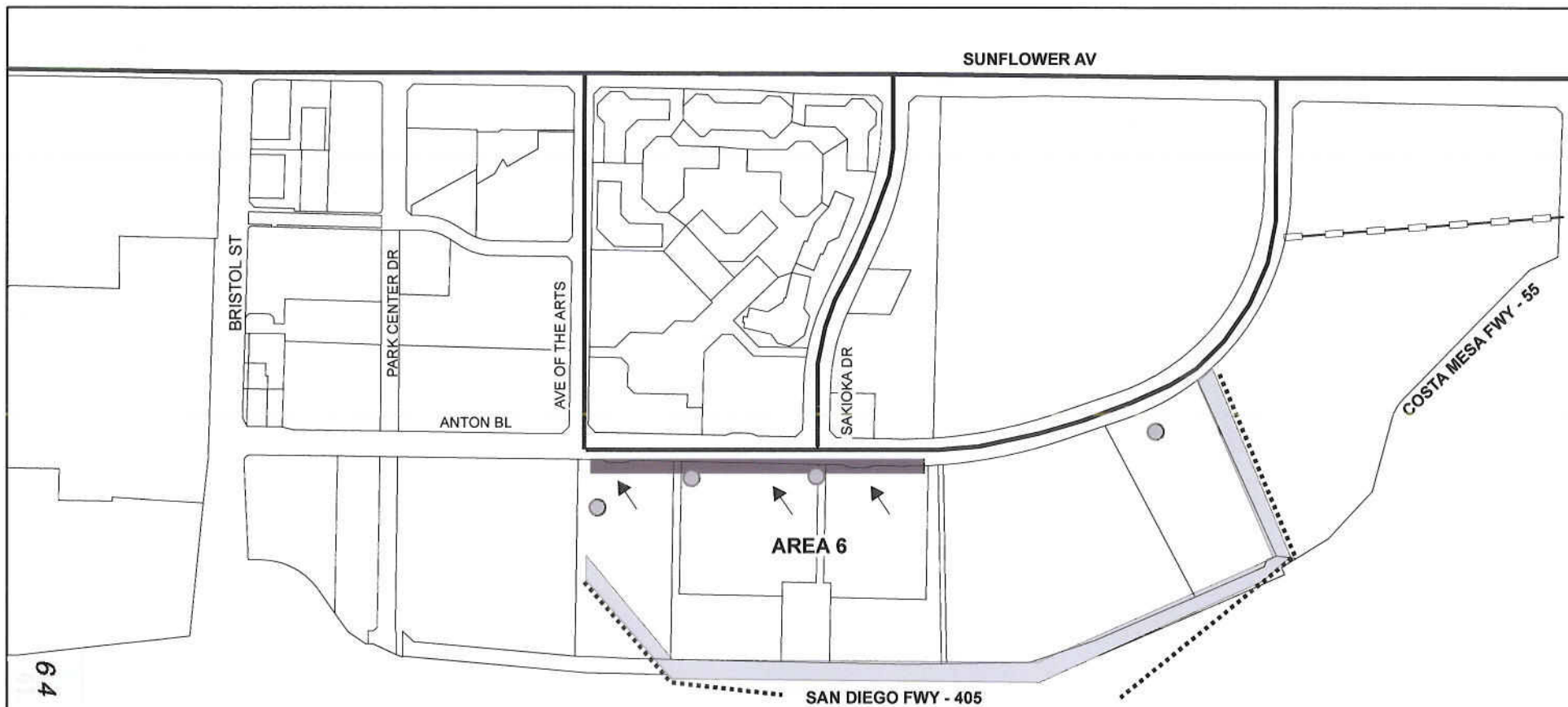
Tenants: 1.5 to 2.0 parking spaces per unit

Guests: 0.5 parking spaces per unit for the first 50 units and 0.25 parking spaces for each unit above 50.

Furthermore in the final master plan for any high-rise residential development, consideration may be given to the feasibility of valet parking, tandem parking, and mechanical lift parking devices in order to fully meet the residential parking demands.

### Circulation

The Master Plan of Highways shows for this sub-area the recently completed I-405 on-ramp from Anton Boulevard and the I-405 off-ramp to Avenue of the Arts. Figure 9 indicates that the alignment for The CenterLine urban rail system will follow Anton Boulevard and will terminate at a station at the intersection of Anton and Avenue of the Arts at the northwest corner of the site. As of 2005, the planning process for the CenterLine urban rail system had been put on hold indefinitely by the Orange County Transportation Authority.



## LEGEND

- Pedestrian Zone
- Buffer Area
- Project Entry
- Pedestrian Directional Signage
- Pedestrian Linkage
- Freeway Ramp
- Bikeway
- Future Collector Street

Note: The information provided in graphic form is intended to be illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.

## AREA 6 - SOUTH COAST METRO CENTER/ EXPERIAN INFORMATION SOLUTIONS Development Summary

Total Area: 44.97 acres (net)  
General Plan: Urban Center Commercial  
Zoning: PDC

Maximum Intensity: see text

Maximum Square Footage: see text

Maximum Building Height: see text



Figure 16A

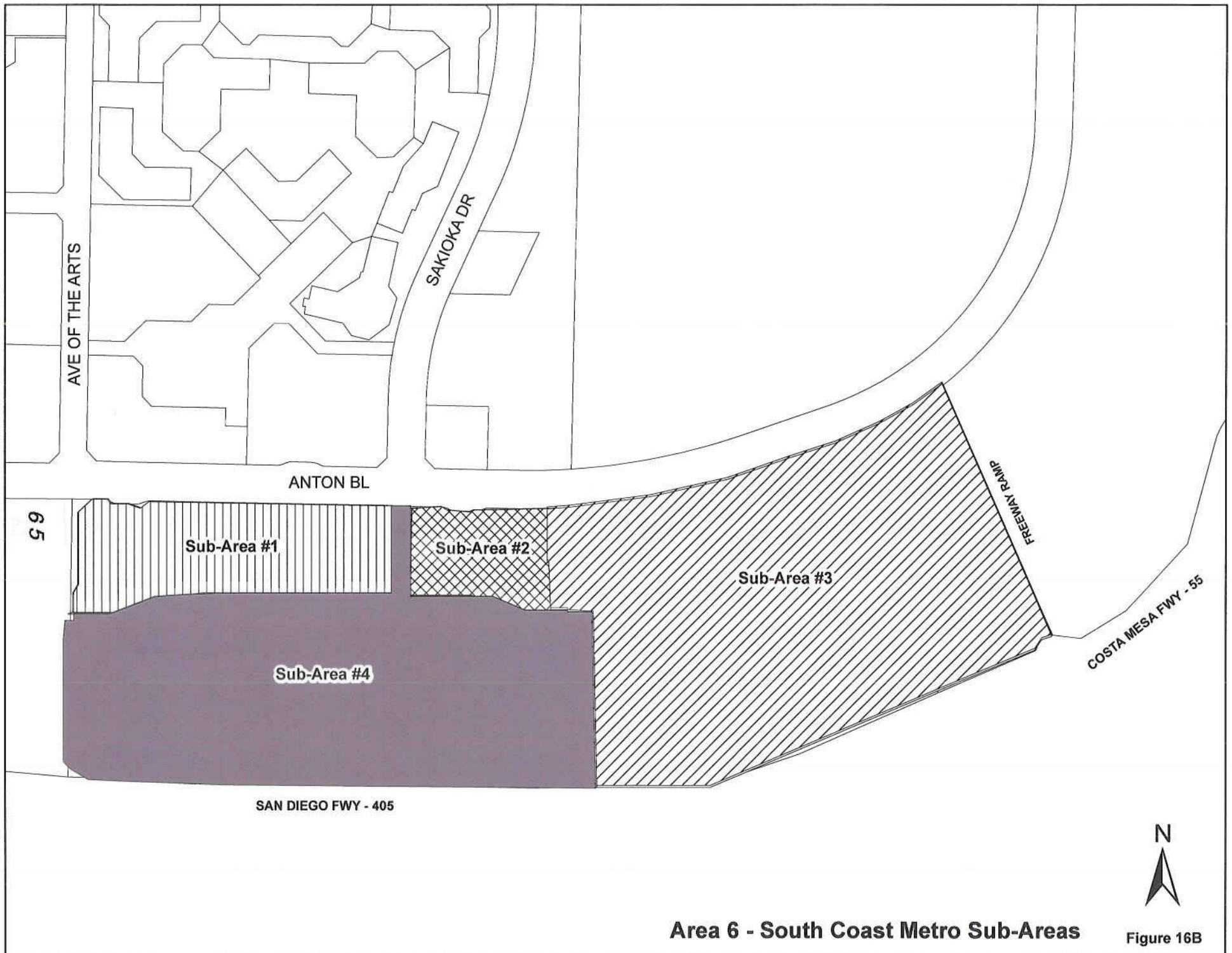


Figure 16B



**AREA 7- SAKIOKA LOT 1****Existing Land Uses**

This 40 acre site is designated for residential development and is largely vacant except for the Metro Fire Station. Excluding the station, this site is owned by Sakioka Farms.

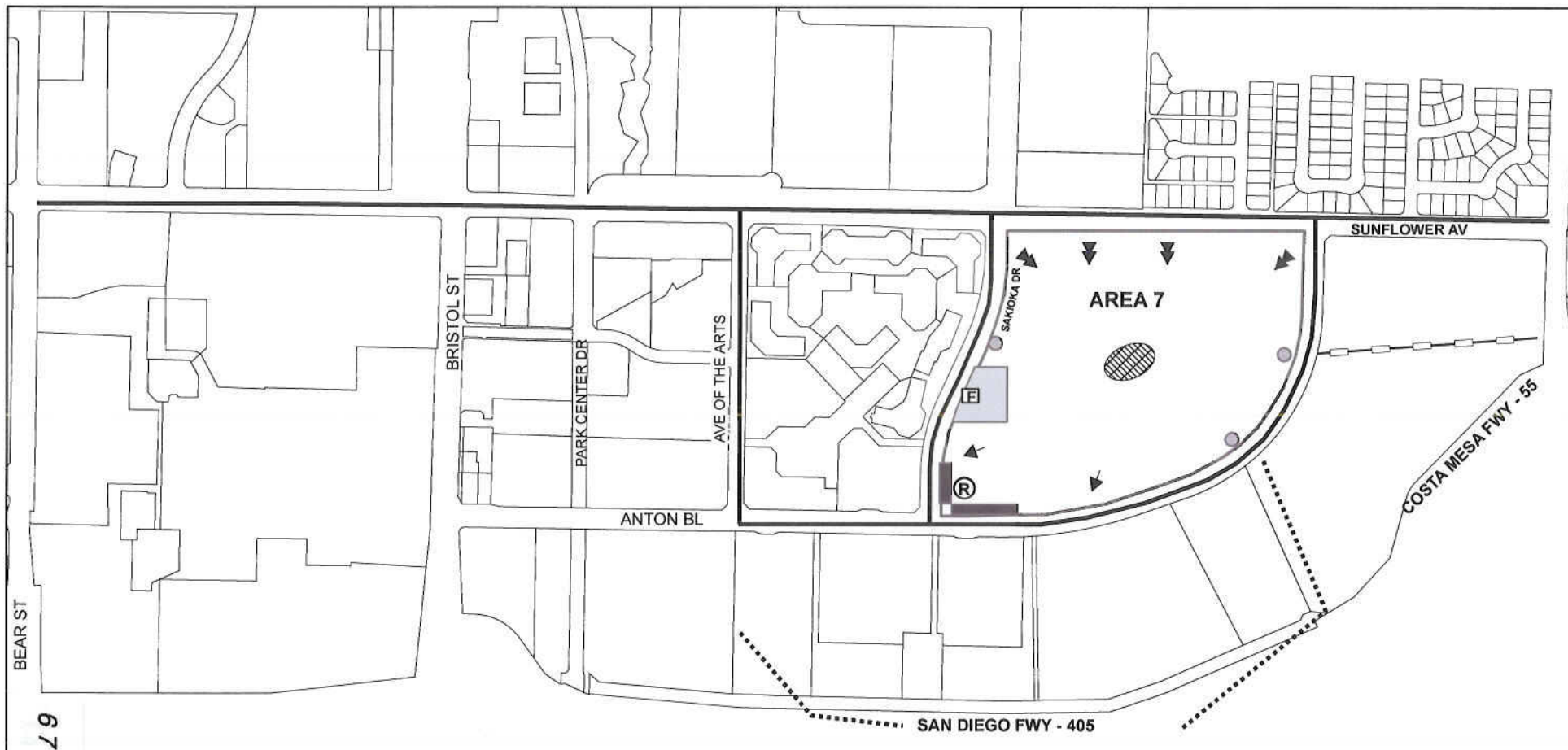
**General Plan and Zoning**

This site is designated High Density Residential by the General Plan and is zoned PDR-NCM. The maximum density is 25-35 units per acre.

**Land Use Compatibility/Integration**

This parcel is slated for residential development at a density of 25-35 units per acre (approximately 1,411 units). This density will result in multiple story buildings. Although there are high-rise apartment buildings to the west of the site (The Lakes), existing development in Santa Ana to the north is primarily single family homes as well as a church. In addition, Lot 1 surrounds the newly constructed fire station. Future residents need to be made aware of the fire station as well as the heliport that is located in the South Coast Metro Center (on top of the Bank of America Building). In terms of site design, buildings in excess of 2 stories should be evaluated for shade and shadow impacts on surrounding land uses. Vehicular access to and from Sunflower Avenue should be limited.

Open space, recreational uses and/or parking areas, as opposed to dwelling units, should be located adjacent to the fire station property. Pedestrian access to Anton Boulevard and Sakioka Drive should be provided; although mid-block crossings of Sakioka Drive are to be discouraged. Residential buildings should also be oriented away from Sunflower Avenue as much as possible in order to minimize noise impacts.



## LEGEND

- Pedestrian Zone
- Buffer Zone
- Park
- Project Entry
- Dwelling Unit Orientation
- Pedestrian Linkage
- Freeway Ramp
- Bikeway
- Future Collector Street
- F Metro Fire Station
- R Retail Site (Neighborhood Scale)

## AREA 7 - SAKIOKA LOT 1 Development Summary

Total Area: 40 acres

General Plan: High Density Residential  
Zoning: PDR-NCM

Maximum Density: 25-35 units per acre

Maximum Intensity: 0.25 FAR - Retail

Maximum Commercial Square Footage: To be determined in conjunction with project review

Maximum Building Height: 4 stories/60 feet (Residential)  
1 story/20 feet - (Commercial)

Note: The information provided in graphic form is intended to be illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.



Figure 17



## **Mixed-Use**

The Planned Development zoning does allow for a complementary neighborhood commercial component for this site. The General Plan states that the commercial development must have a FAR and population density that are the same as the Neighborhood Commercial designation. (See Table 1). The integration of commercial development and residential units in one building is allowable.

If this site is developed as a mixed-use project with distinct residential and commercial components, the nonresidential FAR standard and the residential density standard shall apply to each of the respective components. If the site is developed as mixed-use with neighborhood commercial development combined with residential units in one building(s), it is no longer possible to calculate the FAR and density. In these mixed-use developments, each 1,000 square feet of commercial development shall result in one less dwelling unit subtracted from the total number of dwelling units. For example, a 50,000 square foot retail center shall reduce the base density from 1,008 units to 958 units. Should a density bonus for affordable units be obtained, the decrease in units shall be applied to the market rate units not the affordable units.

Any development proposal that includes a commercial component shall require a traffic analysis to ensure that the affected circulation system will continue to operate pursuant to General Plan standards, both at the time of project completion and at build-out of the General Plan.

In order to provide a continuation of the commercial uses on Anton Boulevard, any retail proposed for this property is encouraged to locate at the intersection of Sakioka Drive and Anton Boulevard and be easily assessable to pedestrians. Reduced building setbacks for commercial or mixed-use developments on both street frontages can be considered based on how well the project design accommodates pedestrians and if the parking areas and/or structures are located behind the retail or mixed-use building(s). Parking areas shall not be allowed to encroach into the street setback, unless they are tucked under the commercial or mixed-use development.

## **Density Bonuses**

This site, which is zoned Planned Development Residential-North Costa Mesa (PDR-NCM), has an allowable density range of 25 to 35 dwelling units per acre. As stated in the Costa Mesa Municipal Code, 25 units per acre is the base density and the provision of affordable housing shall be necessary to reach the maximum of 35 units per acre. The PDR standards do include a reference to the provision of low and moderate income housing as one of the criteria to move up the density scale. Neither the General Plan nor the zoning code set parameters for how much affordable housing or what level of affordability is necessary to achieve the requirement within the PDR-NCM zone. Therefore, this Specific Plan further clarifies the necessary affordable housing parameters. It should be noted that the PDR standards require that other criteria also be met in order to achieve the density increase.



Within the plan area, only The Lakes includes affordable units. Within The Lakes, 20% of the units (i.e. 154 units) are affordable to low income households. For this project, the standard for low income is based upon the Orange County Bond Program which uses Chapman University income rates instead of HUD/California Government Code income rates. The Bond Program also uses an 80% of the median income figure of Chapman University to determine low income instead of the 60% of median used by HUD and the State.

According to the City's density bonus ordinance, if a proposed project includes affordable units which meet the income and percentage requirements, then the City shall give a minimum 25% density increase, as long as the density bonus does not exceed the General Plan maximum density (for Sakioka Lot 1 that is 35 units per acre). The density bonus ordinance has minimum requirements of either providing 20% of the total units as affordable to low income households or providing 10% of the total units as affordable to very low income households. At 40.3 acres, the Sakioka site's base density (25 units/acre) equals 1,008 dwelling units. A 20% low income requirement, therefore, would equal 202 low income units, and a 10% very low income requirement would equal 101 very low income units. An increase in density from the base of 25 units/acre to 35 units/acre equals 40%, therefore, increases in density in excess of 25% shall require a larger percentage of the units to be affordable. The City's density bonus ordinance defines very low and low income households and rent pursuant to the California Government Code.

Previously, the state density bonus provisions were geared toward a provision of 25% of the base units as affordable to low or moderate income households. With the shift to lowered income affordability came a corresponding percentage requirement reduction. The minimum density increase standard for Sakioka Lot 1 could be either compliance with the City's density bonus ordinance, or compliance with the 25% low to moderate income standard with a limit of 15% of the total units allocated for moderate income.

Provision of the affordable units off-site is allowed by the density bonus ordinance and may be appropriate for Sakioka Lot 1 if the off-site location is within the North Costa Mesa area. Presently, the City is at risk of losing the affordable units at The Lakes for which the 10-year term of affordability will expire in 1997. If continued affordability of those units at The Lakes could be tied to development of Sakioka Lot 1, then credit could be given for density increase on Sakioka Lot 1. Although the existing affordable units at The Lakes do not meet the City's density bonus definition of low income, they could be counted towards the required low income housing provision if the affordable housing Option 2 (Table 7) is chosen. Thirty additional years of affordability beyond 1997 should be acquired, if off-site low income affordable housing credit is to be granted.

Table 7 illustrates the alternative methods by which density increases can be achieved for Sakioka Lot 1 to the maximum of 35 units/acre through the provision of affordable housing. It should be noted that other standards of the PDR zone must also be met, and any density increase granted for this site shall include the provision of affordable housing. All affordable housing provisions shall be for a minimum of 30 years.



In mixed-use projects (i.e., commercial and residential projects) which require a decrease in the total number of dwelling units, the decrease in units shall be applied to the market rate units not the affordable units.

### **Building Heights**

The maximum building height shall be 60 feet (approximately 4 stories) for residential uses and mixed-use development. In mixed-use developments, the commercial components shall be limited to first 2 stories of any building. Commercial or mixed use developments that are allowed to encroach into the setback of either Sakioka Drive and/or Anton Boulevard shall be limited to 2 stories/30 feet within the street setback.

### **Circulation**

The street network for this sub area is in place. The Master Plan of Bikeways indicates a new bikeway on Sunflower Avenue. Figure 9 indicates one urban rail alignment alternative that follows Anton Boulevard.

### **Parks and Recreation**

Should a public park be dedicated on Sakioka Lot 1 or a privately developed, owned and maintained open space be credited against the park dedication requirement, the park development and amenities should reflect the urban character of the area. The Lakes apartment complex (770 units) to the west of the site has very few school aged children (only 12 students attended Newport Mesa Unified School District in the 92/93 school year).

Therefore, if a similar high density residential development is proposed on Lot 1, parkland development should be geared primarily to adults. Consideration should also be given to locating the private recreational areas of this planned development in proximity to this park area.



Table 7- Sakioka Lot 1 Density Bonus Program North Costa Mesa Specific Plan									
BASE DENSITY (40.32 ACRES AT 25 UNITS/ACRE)	AFFORDABLE HOUSING CATEGORY <sup>1</sup>		STEP 1 MINIMUM 25% BONUS	STEP 2 (STEP 1 + 25 UNITS)	STEP 3 (STEP 2 + 25 UNITS)	STEP 4 (STEP 3 + 25 UNITS)	STEP 5 (STEP 4 + 25 UNITS)	STEP 6 (STEP 5 + 25 UNITS)	STEP 7 (STEP 6 + 25 UNITS)
1008 UNITS	OPTION 1 VERY LOW INCOME <sup>3</sup>	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	10%	10.5%	11%	11.5%	12%	12.5%	13%
		# OF AFFORDABLE UNITS	101 UNITS	106 UNITS	111 UNITS	116 UNITS	121 UNITS	126 UNITS	131 UNITS
	OPTION 2 LOW INCOME <sup>2,4</sup>	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	20%	21%	22%	23%	24%	25%	26%
		# OF AFFORDABLE UNITS	202 UNITS	212 UNITS	222 UNITS	232 UNITS	242 UNITS	252 UNITS	262 UNITS
	OPTION 3 LOW & MODERATE INCOME <sup>5</sup>	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	10% LOW & 15% MODERATE	11% LOW & 15% MODERATE	12% LOW & 15% MODERATE	13% LOW & 15% MODERATE	14% LOW & 15% MODERATE	15% LOW & 15% MODERATE	16% LOW & 15% MODERATE
		# OF AFFORDABLE UNITS	252 UNITS	262 UNITS	272 UNITS	282 UNITS	292 UNITS	302 UNITS	312 UNITS
	DENSITY BONUS		252 UNITS	277 UNITS	302 UNITS	327 UNITS	352 UNITS	377 UNITS	402 UNITS
	TOTAL UNITS <sup>6</sup>		1,260	1,285	1,310	1,335	1,360	1,385	1,410
	DWELLING UNITS/ACRE		31.25	31.87	32.5	33.1	33.7	34.35	35

NOTES:

1. Very Low, Low, and Moderate determinations are based on HUD definitions and income limits, adjusted for family size.
2. Preservation of the 154 "Low" income units at The Lakes would count toward the Low Income provision of units in Option 2.
3. For each additional ½% increase in Very Low Income units, the density may increase by 25 dwelling units over 1260 units, as illustrated in Steps 2-7.
4. For each additional 1% increase in Low Income units, the density may increase by 25 dwelling units over 1260 units, as illustrated in Steps 2-7.
5. For each additional 1% increase in Low Income units, the density may increase by 25 dwelling units over 12650 units; as illustrated in Steps 2-7. Any increase in the Moderate Income units beyond 15% will not qualify for a density bonus increase.
6. These total units assume that other criteria of the Planned Development Residential Zone have been met regarding density increases.



## **AREA 8- SAKIOKA LOT 2**

### **Existing Land Uses**

This 33 acre area is designated for commercial office development and is currently in agricultural production. Two single family homes are located along Sunflower Avenue. The area is owned by Sakioka Farms.

### **General Plan and Zoning**

This site is designated Urban Center Commercial by the General Plan and is zoned PDC. The maximum FAR is 0.50 for retail uses and 0.60 for office uses; the maximum building square footage is 863,000. The trip budget for this site is 1,062 a.m. peak hour trips and 1,407 p.m. peak hour trips.

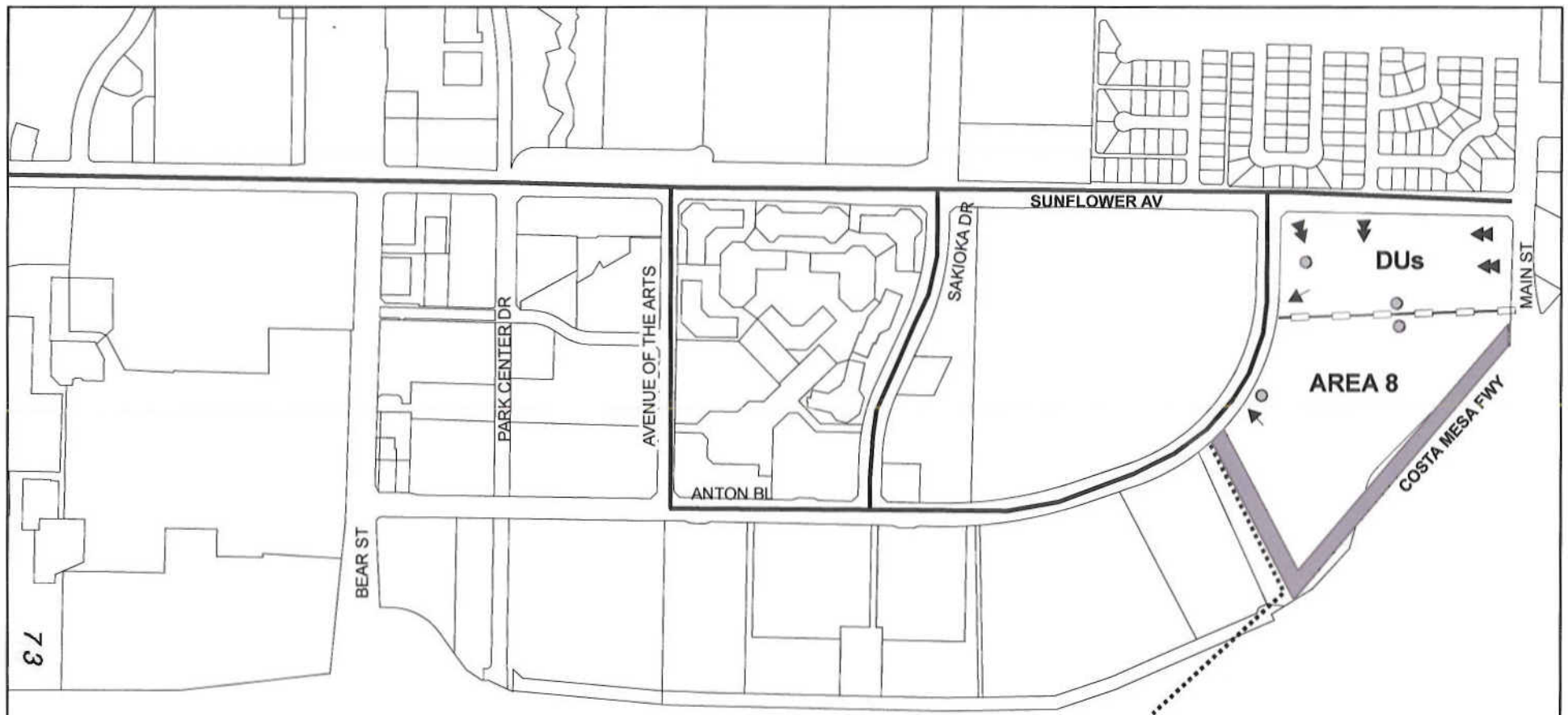
### **Land Use Compatibility/Integration**

Future development of this site is anticipated to include mid- and high-rise office buildings as well as support commercial. Shade and shadow impacts for buildings in excess of 2 stories should be considered in relation to surrounding land uses. Site design should limit vehicular access to and from Sunflower Avenue.

New commercial and office buildings are encouraged to be located along the Anton frontage. Encroachment into the building setback on Anton Boulevard for commercial or mixed-use developments can be considered based on how well the project design accommodates pedestrians and if the parking areas and/or structures are located behind the commercial or mixed-use building(s). Parking areas shall not be allowed to encroach into the street setback, unless they are tucked under the commercial development. Parking lots/structures should be located primarily along the eastern edge of the site adjacent to the Costa Mesa Freeway and the new on-ramp. Internal pedestrian linkages to Anton Boulevard should be provided.

### **Mixed-Use**

The PDC zoning does permit residential uses and, should residential be considered for this site, it should be located between the new collector and Sunflower Avenue. The Costa Mesa Freeway, Sunflower Avenue, and Main Street represent significant air quality and noise sources that will impact the siting of residential units and other sensitive land uses. Existing ambient air quality may exceed state and federal levels for carbon monoxide; therefore significant mitigation measures may be required. Acceptable interior and exterior noise levels for residential uses would need to be achieved. An appropriate interface between the office buildings and residential uses would also be required.



## LEGEND

- Bikeway
- ..... Freeway Ramp
- - - Future Collector Street
- DU's Potential Dwelling Units Location
- Project Entry
- Pedestrian Linkage
- Dwelling Unit Orientation

## AREA 8 - SAKIOKA LOT 2 Development Summary

Total Area - 33 acres  
General Plan: Urban Center Commercial  
Zoning: PDC

Maximum Intensity: 0.50 FAR - Retail  
0.60 FAR - Office

Maximum Square Footage: 863,000 sf  
Maximum Density: 20 units per acre  
Trip Budget: 1,062 a.m. peak hour trips  
1,407 p.m. peak hour trips

Maximum Building Height: 12 stories/180 feet (south of the collector street)  
4 stories/60 feet (north of the collector street)  
2 stories/30 feet - Commercial uses that are allowed  
to encroach into the setback for Anton Blvd.



Note: The information provided in graphic form is intended to be illustrative and is not intended to be interpreted as the precise location for future land uses or structures, unless so specified in Section 4.0 Development Standards.

Figure 18



If this site is developed as a mixed-use project, i.e. with a residential component, the maximum number of residential units shall be 660 (including any density bonuses, see Table 8).<sup>1</sup> Total building intensity for the entire site shall not exceed 863,000 square feet. Residential square footage shall be counted towards the maximum allowable building square footage. The trip budget shall not be exceeded.

### Density Bonus

The maximum number of dwelling units (including any density bonuses) for Sakioka Lot 2 is 660 units. The maximum base density is 528; in order to be granted a 25% density bonus (132 dwelling units), the developer would have to provide affordable housing pursuant to one of the following three options shown in the following table. All affordable housing provisions shall be for a minimum of 30 years.

Table 8- Sakioka Farms Lot 2 Density Bonus Program			
North Costa Mesa Specific Plan			
MAXIMUM BASE DENSITY	AFFORDABLE HOUSING CATEGORY <sup>1</sup>		DENSITY BONUS CRITERIA
528 UNITS	OPTION 1  VERY LOW INCOME <sup>1</sup>	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	10%
		# OF AFFORDABLE UNITS	53 UNITS
	OPTION 2  LOW INCOME <sup>1</sup>	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	20%
		# OF AFFORDABLE UNITS	106 UNITS
	OPTION 3  LOW & MODERATE INCOME <sup>1</sup>	REQUIRED PERCENT OF BASE DENSITY TO BE AFFORDABLE	10% LOW & 15% MODERATE
		# OF AFFORDABLE UNITS	132 UNITS
25% DENSITY BONUS			132 UNITS
TOTAL UNITS <sup>2</sup>			660

**NOTES:**

1. Very Low, Low, and Moderate determinations are based on HUD definitions and income limits, adjusted for family size.
2. The total number of units assumes that other criteria of the Planned Development Commercial Zone have been met regarding density increases.

<sup>1</sup> The maximum number of units (660) is based on 33 acres of land and 20 units per acre.

## **Building Heights**

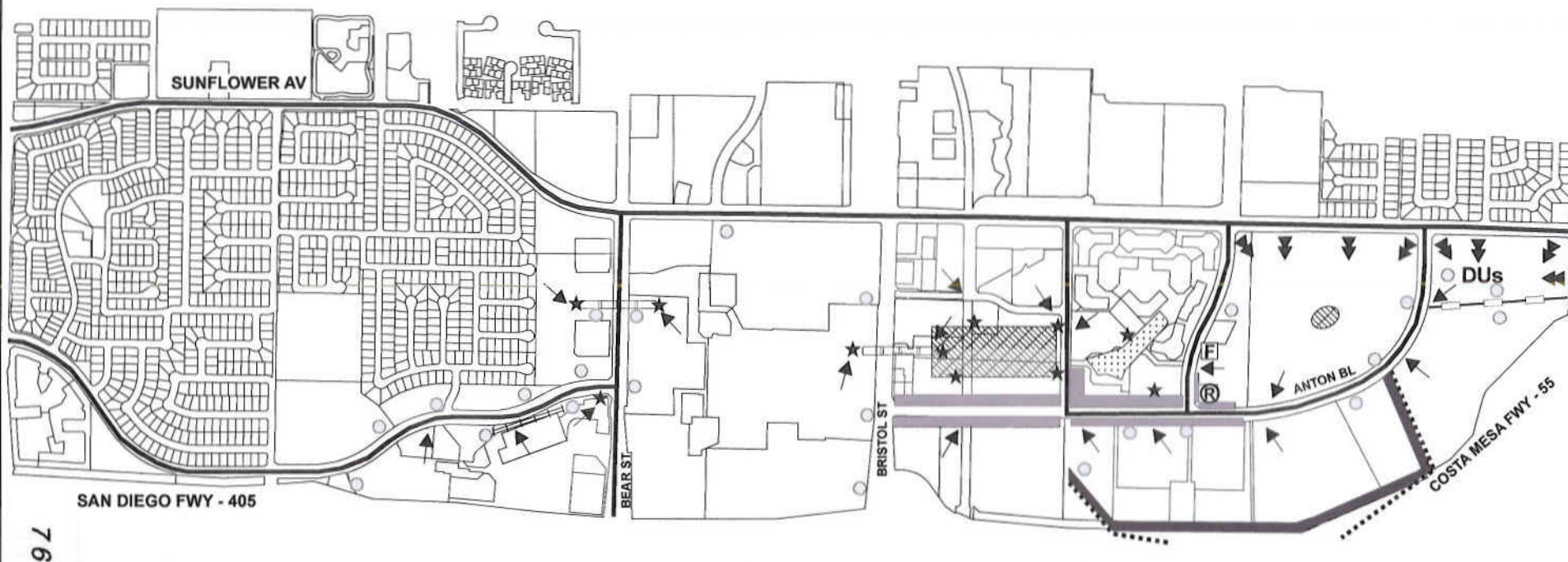
The maximum building height is 180 feet (approximately 12 stories) south of the new collector street and 60 feet (approximately 4 stories) north of the new collector street. Commercial or mixed use developments that are allowed to encroach into the street setback of Anton Boulevard shall be limited to 2 stories/30 feet within the street setback. Buildings above 173 feet in height will require approval by the FAA.

## **Circulation**

The Master Plan of Highways includes a new collector street that connects Main Street and Anton Boulevard through this site. A new I-405 on-ramp from Anton Boulevard is to the south of this site. The Master Plan of Bikeways includes a new bikeway on Sunflower Avenue. As shown on Figure 9, the various alternatives for the urban rail alignment traverse this property and a station is also proposed in the vicinity.

Figure 19 provides an overview of the entire plan area and depicts development standards that can be shown graphically. It should be noted that the information is intended to be illustrative and is not to be interpreted as the precise locations for future land uses or structures.





## LEGEND

- Park/Greenbelt
- Pedestrian Zone
- Buffer Zone
- Lake

- Bikeway
- Freeway Ramp
- Future Collector Street

- Enhanced Pedestrian Walkway
- Pedestrian Overpass
- Retail Site (Neighborhood Scale)
- Metro Fire Station
- Project Entry
- Pedestrian Directional Signage
- Pedestrian Linkage
- Dwelling Unit Orientation

Note: Please see Figure 9 for Urban Rail information;  
Building Height information is contained in Table 2.



## 4.0 DEVELOPMENT STANDARDS

### All Properties

1. Should future development plans propose residential land uses, the dwelling units as well as any other sensitive land use ( including, but not limited to, day care, open space and recreational facilities) shall be required to comply with the General Plan and zoning ordinance standard of 65 CNEL for the exterior and 45 CNEL for interior areas. An exception is for high-rise residential projects, for which the 65 CNEL standard for exterior areas shall only be applied to common outdoor recreational amenity areas located on the ground level. Recreational amenity areas located above the ground level and private balconies and patios shall be exempt from the 65 CNEL exterior standard. Mitigation measures may be used in order to achieve these noise levels.
2. New development proposals that are adjacent to any freeway, on- or off-ramp, and /or major street shall include an environmental analysis of the existing and future air quality impacts to on-site land uses from these sources; appropriate mitigation measures for on-site land uses shall also be identified.
3. Shade/shadow impacts of buildings in excess of 2 stories to surrounding land uses shall be considered during project review.
4. Planned development projects that include a residential component shall analyze the interface and compatibility between residential and nonresidential uses that are included as part of the project or on separate properties.
5. A mix of service-oriented retail uses (i.e banks, restaurants, business services, health clubs, etc.) that are easily accessible to pedestrians in large scale office developments is encouraged.
6. The provision of local child care facilities in large scale commercial and/or mixed use developments is encouraged.
7. Future development of the properties designated as Urban Center Commercial, Cultural Arts Center, and Regional Commercial by the Land Use Element of the General Plan and Segerstrom Home Ranch (Area 1) shall be controlled by the trip budget provisions described in Section 2.0 and specified in Section 3.0.
8. Outdoor storage on any nonresidential property in the plan area shall meet with the requirements pertaining to outdoor storage as noted in the Municipal Code under the property's zoning designation. In addition to the requirements stated, the following criteria shall be met:
  - (a) Storage screening shall be of masonry or other solid, non-wood material or material(s) consistent with building materials used for the main structures on the subject site. Materials used shall incorporate design elements or features of the main structures on the property.



- (b) Landscaping shall be required to soften screening hardscape when a storage area can be seen from a public street or from a residential property. Landscaping shall meet with the approval of the Planning Division.
  - (c) Screening consisting of chain link fencing with wood or other material-type slats woven between the links shall be prohibited.
- 9. Parking structures that are visible from public streets and/or residential areas shall be landscaped in such a manner as to provide visual relief to the surrounding areas without compromising the security of the parking structure.
- 10. Lighting for parking structures and lots shall be directed away and/or shielded from adjacent residential areas where applicable.
- 11. In conjunction with site development plans, appropriate environmental documentation shall be conducted in respect to the effect on the site from surrounding industrial uses and previous agricultural activities, where applicable.
- 12. Building heights shall be limited to the maximum height shown in Table 2 of this Specific Plan.
- 13. New development shall minimize direct access to the streets shown on the Master Plan of Highways.
- 14. New development shall provide linkages to the public sidewalk system where appropriate. In the Urban Center Commercial areas, pedestrian walkways should be aligned with the pedestrian walkways in adjacent developments to promote walking.
- 15. Site design for new development shall include bikeway linkages to the Master Plan of Bikeways where appropriate.
- 16. Investigate the feasibility of establishing mid-day shuttle services within the plan area to reduce daily vehicle trips.
- 17. Continue to monitor progress of future transitway projects for impacts on developments within the plan area.
- 18. A portion of the common open space in new planned residential developments should be located in proximity to public park areas, where feasible.
- 19. The City, in conjunction with the major landholders, shall conduct a study regarding pedestrian-oriented directional signage for the plan area. Key areas for signage include South Coast Metro Center, The Lakes, South Coast Plaza Town Center, South Coast Plaza, Crystal Court, and Metro Pointe. The study will address location, scale, design, timing, and funding of the signage.



- 19a. In conjunction with high-rise residential projects, private on-site recreational amenities shall be provided to serve the high-rise residents. These amenities may be located on the ground level, roof top, and/or on a podium.

**Area 1- Home Ranch**

20. Promote the preservation of the Segerstrom family house and barn in its current location by allowing the development potential of the site to be transferred to the adjacent Commercial Center area. At such time the development potential transfer occurs, amend the General Plan to an appropriate land use designation and record a land use restriction for the property, which recognizes the long-term preservation of these buildings as historical/cultural resources. Ownership of the property could remain with the Segerstrom family until such time they wished to sell the property, at which time the City and other public or non-profit agencies would be given first right of refusal in obtaining the property.
21. All buildings should be set back from the historical preservation area so as to not visually encroach into this area. Buffering could include walls/fencing, landscaping, and/or parking areas.
22. Consideration should be given to physically linking the industrial park to the historical preservation area with pedestrian paths.
23. Future development plans and environmental analyses for Home Ranch shall include an analysis regarding the future fire station in the North Harbor area; i.e.; location and timing of construction. Joint use with surrounding Central Net cities should also be considered in order to defray the costs of an additional fire station. A study could also reexamine the need/demand for the seventh station.
- 23A. Future development in Sub-area B shall be limited to high quality office, office-related uses, and corporate office/headquarters with subsidiary support functions that may include research and design, minor assembly, light manufacturing, and storage. Retail uses shall be limited to those that are ancillary to the office development.
- 23B. In Building Height Area 1 adjacent to Fairview Road, the City of Costa Mesa shall require a shade/shadow analysis for any building proposed to exceed 30 feet in height in order to ensure that building's shade or shadow does not extend beyond the project site or public rights-of-way.
- 23C. In conjunction with the review and approval of any master plan for the areas containing the four-story industrial/office park buildings (and parking structures, as appropriate) north of South Coast Drive and west of Susan Street, the three-story townhomes (south of Sunflower Avenue and east of Susan Street), and the five-story office buildings (and parking structures, as appropriate) south of South Coast Drive and west of Fairview Road, the following provisions shall be applied:
1. Provision of sufficient setbacks between buildings and Sunflower Avenue, Susan Street, South Coast Drive, Fairview Road, adjacent to the I-405, and from other buildings to ensure that buildings do not create a "canyon effect".
  2. Use of low-reflective materials on buildings and parking structures that do not promote glare.

3. Provision for architectural design, hardscape features, and landscaping in open space areas, in surface parking areas, or on parking structures that reflect a consistent design theme.
- 23D. In order to maximize the amount of open space, permeable surfaces, and landscaping within Sub-area B, the site design shall consider the use of parking structures, increasing the number of building stories (while complying with the building height limits), and other design techniques.

**Area 2-Metro Pointe**

24. Should the development agreement be abandoned for Metro Pointe, future development shall comply with the provisions of the General Plan, this specific plan, and all other applicable planning documents, City policies and ordinances.
25. Internal pedestrian paths shall connect with the public sidewalks on South Coast Drive. Buildings along South Coast Drive shall be designed and oriented toward those pedestrian facilities.
26. The public sidewalk design along South Coast Drive shall be enhanced as it approaches Bear Street. This could include wider, tree-lined sidewalks. Pedestrian-oriented directional signage shall be added at the corner of South Coast Drive and Bear Street.
27. The future commercial development in Phase 4 should be physically linked to the pedestrian paths.
28. Should Phase 4 be developed as residential, the maximum number of units (including affordable housing) shall be 140. Density bonuses for affordable housing shall be allocated in conformance with the standards indicated in Table 5 of this Specific Plan. All affordable housing provisions shall be for a minimum of 30 years.

**Area 3-South Coast Plaza and Crystal Court**

29. Further expansion of South Coast Plaza shall be of a scale and character that is compatible with the existing development, and should be physically linked to the shopping mall.
30. A pedestrian bridge connecting Crystal Court and South Coast Plaza across Bear Street should be given consideration in conjunction with expansion plans for South Coast Plaza.
31. Pedestrian oriented directional signage is encouraged to be placed at both ends of the existing pedestrian bridge and second pedestrian bridge upon its construction.
32. The City, in cooperation with the major landholders in the plan area, shall initiate a detailed local urban rail transit study to determine the most appropriate route alignment and station locations within the plan area.
33. Site development plans for Sakioka Farms Lot 2 or South Coast Plaza that proceed prior to the finalization of the urban rail concept shall include an analysis of the best available information regarding route and station location.
34. The City shall consider the need for new park-n-ride and/or transfer stations to support the urban rail transit system in the review of future developments adjacent to the proposed system.



**Area 4-South Coast Plaza Town Center**

35. Future development shall be consistent with and complementary to the surrounding land uses, and linked physically by sidewalks, pedestrian walkways and/or open space.
36. Street level and pedestrian appeal shall be taken into account during site design.
37. Directional signage for pedestrians is encouraged to be added within the existing 3 acre open space easement in Town Center. Signage should be placed at key entry points, particularly adjacent to the hotel(s), to guide pedestrians to the various attractions.
38. A Theater and Arts District (TAD) Plan shall be established in conjunction with the development of Town Center. The TAD plan shall be incorporated into the North Costa Mesa Specific Plan, and shall include development guidelines and standards for lighting, public art, street furniture, signage, landscaping, pedestrian and vehicle circulation, pedestrian and vehicular streetscapes, as well as an implementation plan. Entry and monument signs, display banners, and other signs identifying the Theatre and Arts District shall conform to the regulations in the TAD Plan. The name of the Theatre and Arts District shall prominently include the name of the City. The TAD plan shall be submitted to the City for review and approval within 18 months of the approval of the SCPTC preliminary master plan. The plan will also address hours of operation, public access, and parking fee restrictions for SCPTC parking structures for patrons of the cultural arts facilities, and alternative financing mechanisms for public street amenities.
- 38A. Prior to any final master plan approval, a parking study shall be submitted and approved by the City that demonstrates the provision of sufficient parking for each project component. Consistent with the historical analysis of parking demand for this project, the parking study will examine the South Coast Plaza Town Center as a single project for calculating parking demand. Specifically, parking need not be located on the same parcel as the building for which it is required; all parking facilities are to be available to employees and visitors of all South Coast Plaza Town Center uses. Persons who are residents of the City of Costa Mesa attending a cultural arts venue during evenings (after 6 p.m.) or on weekends shall be provided a discount of fifty percent (50%) off the price for parking otherwise applicable to the general public.
- 38B. In conjunction with the final master plan for any high-rise residential development, consideration may be given to the feasibility of valet parking, tandem parking, and mechanical lift parking devices in order to fully meet the residential parking demands. The final master plan will establish an appropriate parking rate within the range of 1.5 to 2.0 tenant parking spaces per unit and 0.5 guest parking spaces per unit for the first 50 units and 0.25 guest parking spaces per unit for every unit above 50.
39. The major open space features of the SCP Town Center and The Lakes shall remain as permanent open space.

40. Appropriate measures should be taken to permanently secure the existing open space easement in South Coast Plaza Town Center. "The California Scenario" sculpture garden shall be preserved and maintained substantially in accordance with its existing configurations and function, commencing with the approval of GP-00-02 and continuing for the useful life of the existing office buildings adjacent to the garden. Any proposed changes to the sculpture garden shall require an amendment to the South Coast Plaza Town Center Master Plan, and the amendment shall require City Council review and approval. Prior to any final master plan approval for Two Town Center/Downey Savings, a declaration of land use restriction for the sculpture garden shall be submitted to the City of Costa Mesa, the City's approval shall be obtained, and the land use restriction shall be recorded by the Orange County Clerk-Recorder.

Also see #32 and #34.

#### **Area 5-The Lakes**

41. Future redevelopment of the retail portion of this property should be oriented to pedestrian traffic on Avenue of the Arts and Anton Boulevard while maintaining internal pedestrian linkages to other developments in the block. Pedestrian-oriented directional signage is encouraged to be located in proximity to the hotels.
- 41A. In the event of voluntary demolition of an existing building on a single parcel in The Lakes, the property owner may be allowed to redevelop either up to the General Plan intensity level for the land use designation or up to the pre-existing development level, whichever is less.

See also #32, #34, #38B, and #39.

#### **Area 6- South Coast Metro Center**

42. New commercial and office buildings are encouraged to be located along the Anton Boulevard frontage.
43. Encroachment into the building setback area may be allowed on Anton Boulevard for pedestrian-serving commercial or mixed-use building(s). Parking areas shall not be allowed to encroach into the street setback, unless it is tucked under the commercial or mixed-use building(s).
44. The internal pedestrian paths shall be conveniently linked to Anton Boulevard, and pedestrian-oriented directional signage is encouraged to be located along Anton Boulevard.
45. Parking lots/structures shall be located along the southern, western, and eastern edges of the site adjacent to the I-405 and on and off ramps, and not adjacent to Anton Boulevard.
46. Reserved.
47. Reserved.



Also see #32, #34, and #38B.

**Area 7-Sakioka Lot 1**

48. Future residents shall be made aware of the fire station and the nearby heliport through either rental or lease agreements for rental units or seller disclosures for for-sale units.
49. Open space, recreational uses and/or parking areas should be located adjacent to the fire station to serve as a buffer.
50. Residential buildings should be oriented away from Sunflower Avenue to the maximum degree possible.
51. Internal pedestrian access to Anton Boulevard and Sakioka Drive should be provided; although mid-block crossings of Sakioka Drive are to be discouraged.
52. Neighborhood commercial uses considered for this property are encouraged to be located at the intersection of Sakioka Drive and Anton Boulevard and be easily assessable to pedestrians. Encroachment into the building setback areas on both street frontages for commercial and mixed-use developments may be allowed based on how well the project design accommodates pedestrians and if the parking areas and/or structures are located behind the retail or mixed-use buildings. Parking areas shall not be allowed to encroach into the street setback, unless they are tucked under the retail or mixed-use development.
53. Commercial components of a mixed-use development shall be limited to the first two stories of any building.
54. If Sakioka Lot 1 is developed as a mixed-use development, each 1,000 square feet of commercial development shall result in one less market rate dwelling unit subtracted from the total number of dwelling units allowed on the site, including any density bonuses for affordable units.
55. Any development proposal that includes a commercial component shall require a traffic analysis to ensure that the affected circulation system will continue to operate pursuant to General Plan standards, both at the time of project completion and at build-out of the General Plan.
56. Density bonuses for Sakioka Lot 1 shall be allocated in conformance with the standards indicated in Table 7 of this Specific Plan. All affordable housing provisions shall be for a minimum of 30 years.
57. Preservation of the 154 Low Income units at The Lakes for an additional 30 years beyond 1997 shall be counted towards the Low Income unit requirements for Sakioka Lot 1, pursuant to Option 2 in Table 7.
58. Development of Sakioka Farms Lot 1 for residential uses shall include dedication of a 5-acre public neighborhood park or a privately developed, owned and maintained

open space that is credited to the park dedication requirement pursuant to the Park and Recreation Dedication Article of the Costa Mesa Municipal Code.

Also #32 and #34.

**Area 8-Sakioka Lot 2**

59. Parking lots/structures should be located along the eastern edge of the site adjacent to the Costa Mesa Freeway and the new on-ramp, not adjacent to Anton Boulevard.
60. If a residential component is considered for this site, it is encouraged to be located between the new collector and Sunflower Avenue; residential buildings shall be oriented away from Sakioka Drive and Main Street to the maximum degree possible.
61. Density bonuses for Sakioka Lot 2 shall be allocated in conformance with the standards indicated in Table 8 of this Specific Plan. All affordable housing provisions shall be for a minimum of 30 years.

Also see #31, #32, #34, #42 and #43.



## 5.0 IMPLEMENTATION

Implementation of this plan is dependent on a variety of factors. Private development is driven by market forces over which the City does not have direct control; but the larger developments will require certain public improvements to be in place prior to occupancy. There are a variety of financing options available to fund the public improvements. A brief description of the funding mechanisms is provided below:

**Development Impact Fees:** Under the provisions of Government Code Section 66000 et. seq., the City has the ability to adopt development impact fees for public improvements where there is a direct correlation between the new construction and the need for the public improvement. New construction can not be required to fund the cost of remedying existing deficiencies.

The City currently has established this type of impact fee for funding circulation improvements citywide and fire protection facilities and equipment in North Costa Mesa.

**Community Facilities District:** The Mello-Roos Community Facilities Act enacted in 1982 established a method by which local governments could fund public facilities and services. The Act provides that cities, counties, and special districts may form a community facilities district, over a specific area in their jurisdiction. A community facilities district is a special financing entity through which a local government is authorized to levy special taxes by a two-thirds vote of the qualified electors of such a district.

Such a district has been established for the Plaza Tower (600 Anton Boulevard) to fund circulation improvements.

**Park and Recreation Dedication:** Pursuant to Government Code Section 66410 et. seq., the City has adopted a park dedication requirement for all subdividers of residential property. In instances where the subdivision contains fifty or fewer parcels or units or where there is no public park or recreation facility required within the subdivision, the developer is assessed an "in-lieu" fee instead of the land dedication.

**Congestion Management Program (CMP):** In June 1990, the voters of the state approved an increase in the gas tax; cities are entitled to a subvention of \$4.84 per person to fund local transportation projects.

**Measure M:** In November 1990, Orange County voters approved a ½ percent sales tax increase to fund transportation projects in Orange County. Approximately 3.1 billion dollars is expected to be generated from Measure M over the next 20 years.

**Arterial Highway Financing Program (AHFP):** This program was established in 1958 for implementing the Master Plan of Highways in Orange County. This program assists Orange County cities with the funding of their regional transportation facilities; i.e., facilities shown on the County's master plan. The County annually sets aside a portion of its Highway Users Gas Tax funds for rehabilitation projects on arterials within eligible cities.

**Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991:** This act established federal funding for transportation projects with a funding administration that is based on more local control. Based on the requirements in ISTEA, the Orange County Transportation Agency will be responsible for the implementation of the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) programs of ISTEA.

**State-Local Partnership:** This program is a continuous program which provides state funds for local entities on highways and exclusive mass transit guideway projects for transportation improvements.

**Regional State Transportation Program:** This federal program provides funding for interchange projects; the program provides 88 percent funding while the local match is 12 percent.

**Transportation Corridor Agencies:** These agencies will share the cost of SR-73/I-405/SR-55 confluence improvements as part of the San Joaquin Hills Transportation Corridor. Specific projects to be funded include improvements to the I-405 freeway westerly of Fairview, improvements to SR-73 from the I-405 to Birch Street and the missing SR-55/SR-73 connector ramps.

Table 9 lists the various public improvements that are required for the plan area, the anticipated construction timeframe, the costs, and possible financing mechanisms. Table 9 also indicates that the City has been active in pursuing a variety of regional, state, and federal funds for the construction of transportation facilities. The funding mechanisms shown in the table are not intended to be an exhaustive list, and the ultimate funding method chosen shall be subject to review and approval. This in turn relieves a portion of the financial responsibility of the city and/or development community in funding these improvements.



**Table 9- Public Improvement Implementation Schedule  
North Costa Mesa Specific Plan**

PUBLIC IMPROVEMENT	CONSTRUCTION TIME FRAME	ESTIMATED COST	POTENTIAL FINANCING METHODS
North Harbor Fire Station	Contingent on the development of Home Ranch	\$2,350,000	Developer Impact Fees; Community Facilities Districts
Neighborhood Park-5 acres	Contingent on the development of Sakioka Lot 1	\$600,000	Dedication requirements and/or in-lieu fees
<b>Circulation Improvements</b>			
Bristol Street and Sunflower Avenue	1993/1994 <b>Completed</b>	\$550,000	Measure M
Sakioka Drive and Sunflower Avenue	Contingent on the development of South Coast Metro Center and Sakioka Lot 1	\$229,000	Trip Fees
Anton Boulevard and Sunflower Avenue	Contingent on the development of South Coast Metro Center and Sakioka Lot 1	\$205,000	Trip Fees
Bristol Street and Town Center Drive	<b>2000-2003</b>	\$515,000	Measure M; Trip Fees;
Bristol Street and the I-405 NB and SB ramps	1995/1996 <b>Completed</b>	\$4,289,299	Trip Fees, Measure M, Congestion Management Program, State Local Partnership, Regional State Transportation Program
Harbor Boulevard and Sunflower Avenue	<b>2002-2004</b>	\$700,000	Trip Fees; Measure M;
Fairview Road and Sunflower Avenue	<b>2001-2003</b>	\$597,000	Trip Fees; Measure M,
Harbor Boulevard and South Coast Drive; Harbor Boulevard and I-405 NB ramps; Harbor Boulevard and I-405 SB ramps	1993-1996 <b>Completed by March 1998</b>	\$2,191,100	State Local Partnership; Regional State Transportation Program; Trip Fees; Measure M
Fairview Road and I-405 NB off-ramp	1993-1994 <b>Completed</b>	\$791,666	State Local Partnership; Regional State Transportation Program; Trip Fees; Measure M
Fairview Road and I-405 SB off-ramps	1993-1994 <b>Completed</b>	\$434,849	State Local Partnership; Regional State Transportation Program; Trip Fees
I-405 NB on-ramps and South Coast Drive/Hyland Avenue	1995-2000 <b>2000-2002</b>	\$3,109,895	Trip Fees; Measure M;

**Table 9- Public Improvement Implementation Schedule**  
**North Costa Mesa Specific Plan**

PUBLIC IMPROVEMENT	CONSTRUCTION TIME FRAME	ESTIMATED COST	POTENTIAL FINANCING METHODS
Susan Street and South Coast Drive	In conjunction with development of the northern portion of Home Ranch <b>Completed</b>	\$864,828	Developer Responsibility
Harbor and MacArthur	1998	\$550,000	Measure M
I-405 NB off-ramp and South Coast Drive	1993-1994 <b>Completed</b>	\$1,962,749	Regional State Transportation Program; Trip Fees; State Local Partnership
Anton Boulevard, Sunflower to Park Center	Contingent on the development of South Coast Metro Pointe and Sakioka Lot 1	\$10,000	Trip Fees
Sunflower Avenue, Harbor to Susan	<b>1998 - 1999</b>	\$956,425	Trip Fees; <i>General Fund</i>
Main Street, Sunflower to 55 Freeway	Currently in progress <b>Completed</b>	--	To be constructed and funded by the City of Irvine
I-405/NB Avenue of the Arts off-ramp	1995-1998 <b>2000 - 2002</b>	\$2,458,020	Trip Fees; Orange County Transportation Authority; Measure M
I-405/Anton Boulevard on-ramp	1996-1998 <b>2000 - 2002</b>	\$6,816,532	Trip Fees; Measure M; OCTA
Bristol Street/I-405 Bridge Improvement	1993-1996	\$2,089,435	Trip Fees; Measure M
NB I-405 Bristol Street off-ramp SB SR-55 to NB I-405 Connector	1995-1998 <b>2000 - 2002</b>	22,075,707	Measure M; OCTA, Trip Fees
SB I-405/Bristol on-ramp/SR55 Connector Braid	1995-1998	\$15,845,009	Measure M; Regional State Transportation Program;
I-405 SB widening-Harbor off-ramp to Harbor on-ramp	1995-1997 <b>2000 - 2002</b>	\$4,769,792	Measure M; Transportation Corridor Agencies; Caltrans
I-405 SB widening - Fairview to Bristol St.	1996-1998 <b>2000 - 2002</b>	\$618,726	Measure M; Transportation Corridor Agencies; Caltrans
I-405 NB widening - Bristol to Fairview	1996-1998 <b>2000 - 2002</b>	\$4,359,684	Measure M; Transportation Corridor Agencies; Caltrans
NB I-405 Fairview off-ramp to SR-73 connector	1996-1998 <b>2000 - 2002</b>	\$611,032	Measure M; Transportation Corridor Agencies; Caltrans
I-405 NB widening - SR-73 to Harbor Blvd.	1996-1998 <b>2000 - 2002</b>	\$741,160	Measure M; Transportation Corridor Agencies; Caltrans
Widen SB I-405 Harbor Boulevard to Fairview Road	1996-1998 <b>2000 - 2002</b>	\$2,149,926	Measure M; Transportation Corridor Agencies; Caltrans
I-405 NB widening - Fairview Road to Harbor Boulevard	1996-1998 <b>2000 - 2002</b>	12,535,562	Measure M; Transportation Corridor Agencies; Caltrans



## APPENDIX A

### NOISE ESTIMATES

Appendix A- EXTERIOR NOISE EXPOSURE ADJACENT TO STREETS				
North Costa Mesa Specific Plan				
DISTANCE TO CNEL CONTOUR (in feet) <sup>1</sup>				
STREET	2000 70 CNEL	POST 2020 70 CNEL	2000 65 CNEL	POST 2020 65 CNEL
Sunflower Avenue				
West of Bear St.	49	50	105	108
East of Bear St.	72	85	156	183
East of Bristol St.	72	67	156	145
East of Anton Blvd.	72	94	156	202
South Coast Drive				
East of Fairview Rd.	48	41	87	91
Harbor Boulevard				
North of I-405	121	126	261	272
North of So. Coast Dr.	112	117	241	253
Fairview Road				
North of I-405	112	130	241	280
Bear Street				
South of Sunflower Av.	65	62	141	163
Bristol Street				
North of the I-405	111	130	238	280
South of Sunflower	107	117	230	252
I-405 Freeway				
West of Harbor Blvd.	489	570	1053	1228
East of Harbor Blvd.	480	570	1034	1228
West of Bristol St.	491	524	1059	1129
East of Bristol St.	509	544	1059	1171
East of SR-55	512	577	1103	1243
SR-55 Freeway				
North of the I-405	484	527	1000	1136
1. All distances are measured from the centerline. R/W means the contour falls within the right-of-way (R/W).				
* See 2000 General Plan technical appendices for more detailed CNEL contour information.				



## APPENDIX B

### PARKS AND RECREATION

## APPENDIX B

### PARKS AND RECREATION

Planning Area 5, as defined in the City's draft Parks, Recreation and Open Space Master Plan (January 1996), is the entire area of the City that is located north of the I-405. Although the boundaries of the plan area do not coincide directly with Planning Area 5, the information is relevant since all the vacant residential acreage is included in the plan area. The following data has been compiled on the plan area:

Population:	5,069
Public Park Acreage Required:	4.31
Public Park Acreage Provided:	13.27
Surplus:	8.96

The park acreage only includes public parks. Although the plan area currently has surplus park acreage, the area is due to receive the highest population growth upon build-out of the City. Therefore, future provision of park acreage will be required.

The Study also examines future parkland needs of Sakioka Lot 1 and Home Ranch. The following information and conclusions are provided from that analysis:

#### SAKIOKA LOT 1

Available Area: 40.3 Acres

Potential Facilities: The development of the one Sakioka property which is designated for residential development will generate the dedication requirement of 12.4 acres (based on 2,920 residents and 1411 dwelling units). As this part of the city lacks in neighborhood parks, the City should require at least 5 acres to be developed as a public neighborhood park and the remaining requirement to be provided through in-lieu fees. These fees could be used for park improvements needed in the City's existing parks. The Study notes that 12.4 acres is not sufficient to develop an isolated active recreation facility of a community-wide scale and the purchase of 27.6 additional acres to meet the minimum 40-acre requirement for such a facility is not financially feasible.



**HOME RANCH****Site: Segerstrom Home Ranch**

*Available Area:* 95 Acres

*Potential Facilities:* As the Segerstrom property lies within the service area of Wimbledon Park, its neighborhood park needs will already be served. The City should accept in-lieu fees from the development of this property, as 2.79 acres is not sufficient acreage to develop any active recreation facilities.

*Improvement Costs:* None

*Acquisition Costs:* 317 units planned x 2.07 person per unit = 656 persons; 656 persons @ 4.26 ac/1,000 = approx. **2.79 acres.**

There are three approaches the City could take to the acreage dedication requirement of this site:

- The City could accept the 2.79 acres and purchase an additional 37.21 acres to meet the minimum 40-acre requirement for full recreation facilities.
- The City could require the development of a 2.79-acre neighborhood park to serve the new residents.
- As this portion of town is already sufficiently served by neighborhood parks, the City could accept in-lieu fees in replacement for parkland dedication.

*Zoning:* PDI and PDR-MD

*General Plan Land Use Designation:* Medium Density Residential and Industrial Park.

*Location Suitability:* This site would be difficult to include in the planning of a community sports complex as access would be difficult for community members in southern Costa Mesa. These residents have already voiced concern about the lack of accessibility to existing facilities. In addition, the location may tend to attract more people from surrounding communities north of Costa Mesa than from the City itself.

In conjunction with the adoption of GP-00-05, the land use designations for Segerstrom Home Ranch were amended to a combination of Commercial Center, Industrial Park, and Medium Density Residential. The maximum number of residential units anticipated was reduced to 192 units. The conclusion of this master plan stated above remains unchanged.

## APPENDIX C

### GENERAL PLAN POLICIES

The following 2000 General Plan policies are relevant to the North Costa Mesa plan area. This list, however, should not be viewed as exhaustive and other General Plan policies may also be applicable to development in the plan area.

**LU-1A.1**

Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of the business and residential segments of the community.

**LU-1A.3**

Locate high intensity developments or high traffic generating uses away from low density residential in order to buffer the more sensitive land uses from the potentially adverse impacts of the more intense development or uses.

**LU-1A.5**

Provide housing and employment opportunities within planned development areas to the extent feasible.

**LU-1B.1**

Permit adequate quantities and locations of commercial land to serve residential neighborhoods.

**LU-2A.4**

In the event of damage or destruction, allow any legal conforming use in existence at the time of adoption of the 1990 General Plan in a nonconforming development to be rebuilt to its original building intensity, as long as any such rebuilding would not increase the development's nonconformity, and the damage or destruction was in no way brought about by intentional acts of any owner of such use.

**LU-1C.1**

Permit the construction of buildings over two stories or 30 feet only when it can be shown that the construction of such structures will not adversely impact surrounding developments and deprive existing land uses of adequate light, air, privacy, and solar access.

**LU-1C.3**

Prohibit construction of buildings which would present a hazard to air navigation as determined by the FAA.

**LU-1E.1**

Building densities/intensities for proposed new development projects shall not exceed the trip budget for applicable land use classifications, as identified in the Land Use Element. Building intensities for proposed new development projects shall not exceed the applicable floor area ratio standards, except for the following conditions:



- (a) Limited deviations from the graduated floor area ratio standards depicted in Tables 61 and 62 for the commercial and industrial land use designations may be approved through a discretionary review process. No deviation shall exceed a 0.05 increase in the FAR in the moderate traffic category, and no deviation shall be allowed for the very low, low, and high traffic categories. Deviations from the FAR standards shall not cause the daily trip generation for the property to be exceeded when compared to the existing daily trip generation for the site without the proposed project or maximum allowable traffic generation for the Moderate Traffic FAR category, whichever is greater.
- (b) Additions to existing nonconforming nonresidential developments may be allowed if the additions do not affect the overall traffic generation characteristics of the development, and, if the additions do not substantially affect the existing height and bulk of the development. Additions to nonresidential developments shall be limited to those land uses with traffic generation rates based on variables other than building area square footage. Examples of such additions include, but are not limited to: 1) Hotels/Motels: increases in the size of hotel rooms or lobbies where no increase in the total number of rooms is proposed; 2) Theaters: increases to "back-stage" support areas or lobbies where no increase in the total number of seats is proposed.
- (c) In the above conditions, the new development shall be compatible with surrounding land uses. Additional criteria for approving deviations from the FAR standards may be established by policy of the City Council.

#### LU-1E.2

Development Phasing Plans shall be required for all discretionary land use entitlement and approvals and shall be approved by the Planning and Transportation Services Divisions prior to the issuance of building permits.

#### LU-1E.3

Development Phasing Plans shall include an overall buildout plan which can demonstrate the ability of the circulation system to support the proposed level of development.

#### CIR-1A.1

Develop the City's Master Plan of Bikeways by pursuing funding mechanisms and incorporating roadway widening projects into the design and development of all new commercial and industrial projects and public facilities.

#### CIR-1A.2

Require dedication of right-of-way in an equitable manner for completion of adopted bikeway system as condition of development of adjacent properties.

## CIR-1A.3

Coordinate the design and improvement of pedestrian and bicycle ways with major residential, shopping, and employment centers, parks, schools, other public facilities, public transportation facilities, and bicycle networks in adjacent cities.

## CIR-1A.6

Require dedication of right-of-way, in an equitable manner, for development that increases the intensity of land use.

## CIR-1A.8

Encourage the integration of compatible land uses and housing into major development projects to reduce vehicle use.

## CIR-1A.9

Encourage permitted General Plan land uses permitted by the General Plan which generate high traffic volumes to be located near major transportation corridors and public transit facilities to minimize vehicle use, congestion, and delay.

## CIR-1A.16

Maintain balance between land use and circulation systems by phasing new development to levels which can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.

## CIR-2C.1

Support efforts to design and construct an urban rail project as it extends through Costa Mesa.

## CIR-2D.1

Circulation improvements required to provide or attain the established traffic level of service standard at an intersection to which a development project contributes measurable traffic shall be completed within three years of issuance of the first building permit for said project, unless additional right-of-way or coordination with other government agencies is required to complete the improvement. Improvements may be required sooner if, because of extraordinary traffic generation characteristics of the project or extraordinary impacts to the surrounding circulation system, such improvements are necessary to prevent significant adverse impacts.

## CIR-2D.2

Construction of circulation improvements for phased development projects may be constructed commensurate with the project construction based upon the findings of a traffic study approved by the City of Costa Mesa.





#### GM-1A.4

Every new development project shall pay its share of costs associated with the mitigation of project generated impacts, including regional traffic mitigation.

#### HOU-2.2

Provide incentives (i.e., density bonus units, fee reductions, exemption from development or processing fees, fast-tracking, etc.) to developers of residential projects who agree to provide the specified percentage of units mandated by State law at a cost affordable to very low- and/or low-income households.

#### HOU-2.2a

Provide incentive bonus units to encourage the redevelopment of residential units that are nonconforming in terms of density. The incentive shall be limited to the multiple family residential land use designations. The density incentive shall be limited to an increase of 25% above Medium Density or an increase of 50% above High Density. In no case shall the resulting number of units exceed the existing number of units on each site.

#### HOU-2.7

Recognizing the effect of supply and demand on prices for housing and other commodities and encourage development of residential uses on vacant parcels where appropriate.

#### HOU-3.2

Provide opportunities for the development of well planned and designed projects which, through vertical or horizontal integration, provide for the development of compatible residential, commercial, industrial, institutional, or public uses within a single project or neighborhood.

#### N-1A.5

Ensure that appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels. When necessary, require field testing at the time of project completion to demonstrate compliance.

#### N-1A.6

Apply the standards contained in Title 24 of the California Administrative Code as applicable to the construction of all new dwelling units.

#### OSR-1A.3

Encourage the acquisition of land for neighborhood or community parks for active recreational use.





OSR-1A.5

Encourage, through development rights transfers or other incentives, the development of private permanent open space, and recreation facilities to meet the needs of the City's residents.

OSR-1A.6.

Encourage, through open space easements, development rights transfers or acquisition, zoning regulations, or other incentives, the long-term maintenance of existing open space lands.

OSR-1A.7

Require, through development standards and planned development review criteria, the integration of open space uses (plazas, courtyards, landscaped areas, etc.) into major commercial and industrial development or redevelopment projects.

OSR-1A-8

Continue to require, through development standards, the integration of open space and recreational uses and facilities into all multiple-family residential projects.

HCR-1A.5

Promote the preservation of significant historical resources and encourage other public agencies or private organizations to assist in the purchase and/or relocation of sites, buildings, and structures deemed to be of historical significance.